Charles Pasley.
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NAVAL CHRONICLE.

VOL. XXIX.

Monument
erected in Westminster Abbey
to the memory of
Capt.n Philip de Saumarez R.N.
who was killed in Action
October 14.th 1747. Aged 37 Years

Hall Sculp

Published 30th June 1813 by Joyce Gold at the Naval Chronicle Office No 103 Shoe Lane London.

THE

Naval Chronicle,

FOR 1813:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

United Kingdom;

WITH A VARIETY OF ORIGINAL PAPERS ON NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL

LITERARY AND PROFESSIONAL MEN.

VOL. XXIX.

(FROM JANUARY TO JUNE.)

Te regere imperio populos Britanne memento
Hae tibi erunt artes———————

"These are imperial arts, and worthy thee."

LONDON:

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TO

THE MOST HONORABLE

MARQUIS CAMDEN, K. G. MASTER,

CAPTAIN JOSEPH COTTON, DEPUTY-MASTER,

THE WARDENS, ASSISTANTS, AND ELDER BRETHREN,
OF THE GUILD, FRATERNITY, OR BROTHERHOOD OF THE MOST
GLORIOUS AND UNDIVIDED TRINITY,
AND OF SAINT CLEMENT, IN THE PARISH OF DEPTFORD-STROND.

THIS TWENTY-NINTH VOLUME OF THE

Naval Chronicle

IS RESPECTFULLY DEDICATED,

BY THE PROPRIETOR,

PLATES IN VOLUME XXIX.

From Original Designs.

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PREFACE

TO THE TWENTY-NINTH VOLUME.

OWING to some unavoidably new arrangements, which we have been obliged to make in our Ship's Company, and to that delay we too often experience, in the very difficult and delicate task of procuring authentic materials for the Biographical Department of our CHRONICLE; our memoirs of the public services of naval officers have not been, with the exception of those of Captain E. L. Graham, so full in this Volume, as our readers we trust will find in the next that succeeds it.

Under our Biographical Department will be found a memoir of Admiral Sir Francis Drake, as written by Dr. Johnson, and which, for interest, we believe, cannot be exceeded. From the length of this memoir, we could not complete it in one number, without encroaching upon the other departments of the work, therefore, have continued it occasionally, so as to give the conclusion in our last number of this Volume. Besides the memoir of Admiral Drake, we have given one of the late Austen Forrest, Esq captain in the Hon East India Company's Marine Service—A sketch of the services of Rear-admiral Richard Incledon Bury, and the one above alluded to of Captain E. L. Graham.

Our constant wish to give as much interest and accuracy to these Memoirs as the time will admit, very frequently, as in the present case, brings on us an appearance of inattention and falling off from our wonted table of fare. A biographical memoir of the late lamented CAPTAIN NEWMAN had long been promised us, as being ready for insertion; and we know that the greatest pains, and by a very able hand, have been taken to render it worthy of appearing amongst some of the best lives in our volumes: But alas, twice, when the hour of sailing arrived, though we kept the *Blue Peter* flying to the last moment, we were obliged to get under weigh with such cargo as was ready.

Such being sometimes the case, we hope to meet with that forbearance and patience from our friends, which can alone enable us in these times to keep our CHRONICLE afloat. It will, we trust, be always found, at the close of every Volume, when the contents of each number are blended together and connected throughout,—a very acceptable companion on the rudder head of the wardroom, and at a price that cannot add much to the expences of the mess. We know it often appears, both at home and abroad, amidst that selection of naval books, which so many Admirals and Captains are in the custom of taking to sea with them. Our utmost endeavours shall never be wanting to make its pages a source of amusement and instruction during a long and tedious cruise: but our early Friends, and occasional Correspondents, must assist us now and then in hauling aft the main sheet, particularly in the Biography, Hydrography, and Correspondence of our CHRONICLE.

We have endeavoured in the present Volume, and we hope with tolerable success, to collect every document we could procure respecting The American Navy, and its proceedings. Mr. Dawson's speech in the House of Representatives, respecting *Naval Rewards to be given by the United States*, is inserted at page 8.—The letter of OCEANUS, respecting the captures which the Americans have made, and the necessity of our employing larger frigates, will be found at page 12. At page 36, is an account of the naval force of the United States, November 1, 1812. At page 53, the Message of the President of the United States to Congress. At page 71, Commodore Rodgers' letter to the American Marine Secretary; and the Letters on Service, respecting the captures of H. M.'s ships Frolic and Macedonian, will be found (pages 75—79). As also Captain J. P. Beresford's letter, respecting the re-capture of the Frolic, and the capture of the American sloop Wasp, of 20 guns.

In our Correspondence, pages 113—119, are letters from ÆOLUS, AN IRON GUN, and ALBION, respecting the American captures, and the respective strength of each in point of ships. The Declaration of our government on the causes and origin of the American war, which reflected so much credit on its noble author, Lord Castlereagh, is given at page 140. Captain Kerr's speech to the crew of the Acasta, on hearing of the capture of the Guerriere, will be found at page 189. An account of the American Naval Dinner, given at New York, to the crew of the United States, with the Address of Admiral Vanderbelt, at page 190. An enclosure from Captain Pigot, of H.M.S. Orpheus, refuting a calumny against the crew of that ship and of others, that they would not fight against the American frigates, is inserted at page 195:—and various other valuable letters (for which we return our sincere thanks), respecting the hitherto untoward circumstances of the naval war in America, will be found at pages 197, 198, 199, and 204: ARION's excellent reflections, on the event of the actions between the United States, and the Guerriere and Macedonian, at page 206; together with other judicious remarks on the same subject, at pages 288, 291, 390; and the important communication of the American Marine Secretary, sent by our Correspondent, W. H. at page 454. The official list of ships and vessels, captured and detained by the squadron under the orders of Admiral Sir J. B. Warren, between the 16th of September, 1812, and the 26th of February, 1813, occupies pages 251, 252, and 253. Vice-admiral Stirling's list of American prizes brought within the jurisdiction of the Vice-admiralty Court at Halifax, from June 1, 1812, to December 14, at page 341. Captain G. Burdett's account of a very gallant achievement by the boats of his squadron, when the American schooner Lottery, of 210 tons, and six 12-pound carronades, with a complement of 28 men, was captured, is correctly given at page 250. The Hon. Captain F. P. Irby's letter, respecting his engagement with a French frigate, at page 256; and the letter of Lieutenant H. D. Chads, first lieutenant of his Majesty's late ship Java; which cannot be perused without sentiments of regret and veneration for

its brave commander, Captain Lambert, and his officers and ship's company, at pages 346—349. The valuable communication from J. T. L. respecting the detail of Captain Lambert's gallant action, and the address of Lieutenant Chads to the president and members of the court, page 402. Mr. Jones,' the surgeon of the Java, account of the wounded, at page 414. An account of the court martial, held at Portsmouth, on the 23d of April, on the remaining officers and ship's company of H. M.'s late ship Java, will be found at page 332; and the American account of the capture of H. M S. Peacock, at page 388.

In referring to these documents, we by no means wish to pass over the attention of other friends, but to direct the notice of our readers, principally, to those parts of the Volume, which more immediately claim attention. Every hint, and professional suggestion, respecting the extraordinary success of the Americans, must in these times be particularly acceptable to our readers. In addition, therefore, to the Letters, on this subject, already pointed out, we beg leave to add those at pages 470, 472, 473, and 474. Captain W. H. Tremlett's letter, as signed by himself, claims our grateful acknowledgment, page 465. That from a Naval Patriot, pages 466—469, cannot be too generally read: and the ideas of C. H. at page 474, are so striking, that we deem it right to recommend his letter to the particular attention of our readers.

To our other Correspondents, and more especially to that able and experienced one, A. F. Y. who had been so long silent, but now again honours our CHRONICLE, at pages 399, and 475, our sincerest thanks are justly due. A Correspondent, * * * *, at pages 25—31, has promoted one of the first objects of our CHRONICLE, by transmitting his interesting account of the late unfortunate Lieutenant Gamage, of H. M.'s sloop Griffon. Who can peruse the following ejaculations of that officer previous to his execution, without commiseration—"*Feel me, I do not tremble—Death has now no terrors for me—God is with me!—My Saviour is with me!* And again—when he looked at the clergyman and said, "I would now say with my Saviour, in the garden of Gethsemane," *If it were possible that this cup depart from me; but not my will, but Thine be done, O Lord!* And again—"at a quarter before ten, he heard the dreadful annunciation of *Readiness*—without the alteration of a single feature: he replied, "*I am prepared, my Saviour is with me*" He then ascended the companion ladder, and proceeded along the deck with a slow, but steady step, to the front of the platform—he there leaned for a short time on the shoulder of a friend, looked earnestly on the ship's company, and said, *see how a Christian can die!* Sentiments like these cannot be too often repeated in our Volume, nor too generally circulated in the profession. A friend to the NAVAL CHRONICLE, has, indeed acted as such, (pages, 200—204) by sending us an account of the proceedings of H. M. S. Menelaus, whilst commanded by Captain Sir Peter Parker, Bart. off Toulon, during the month of last May. This is one of those extra official documents, we so much wish at all times to receive from naval

officers. Another of these valuable communications is inserted, pages 283-286, consisting of remarks on the Volcano at St. Vincent, made on board H. M. S. Ringdove. Captain William Dowers, commander. And a third, pages 409—414, from P. Q. consisting of important documents relative to Captain Willoughby, will be read with much attention. Our friend, AN IRON GUN, has fired to good purpose, from Bristol; and we think his shots at pages 293 and 396, particularly claim attention. An excellent and well written letter from NESTOR, on the conduct of officers to those seamen who are placed under them, will be found at page 212. We are much obliged to MENTOR, for his letter, page 296, containing very judicious hints respecting the subjects of our subsequent memoirs. That of Captain Newman, as we have already said, is in hand; and we hope some day, through the assistance of a friend, to give a memoir of the public services of the late Hon. Capt. W. Paget, who commanded the Romney. The necessary communications have long been promised. Why will not BILL BOSTON write oftener? he must possess many more interesting anecdotes, besides the curious one respecting Charles II. which appears at page 408.—Aye, we knew him well at Boston; and sincerely wish. that he now commanded a ship there: but he likes fighting better than his pen.

A reference to the Index will point out the pages, which we have reserved in this Volume, for communications respecting Hydrography, Pilotage, &c. and we are much gratified at receiving the thanks and assistance of some of our earliest friends, on continuing those essential subjects. In this Department of our CHRONICLE, every one who has been at sea, is enabled to record many useful memoranda and observations, which might otherwise be lost; and as the preservation of our ships and merchant vessels may be promoted by communications for our HYDROGRAPHY, we thus earnestly request the continuance, and augmentation of our means, to promote so desirable an object.

Much have we still to say, and other Correspondents to thank, but the last gun to repair on board has been fired; and *The Spirits of the Black Sea*, vulgarly called DEVILS, and the sturdy Pressmen, those rowers of our good old Sea Boat, murmur already at our delay, and will not tarry any longer. We therefore bid our Friends adieu! Courteous and Uncourteous Readers farewell!—At the close of our Thirtieth Cruise we shall meet again.

" Why then a final note prolong ....?
....To statesmen grave, if such may deign
To read —— —— ——
Sound head, clean hand, and piercing wit
And patriot heart—as PITT.
A garland for the Hero's crest,
And twined by her he loves the best....
....To all, to each, a fair good night,
And pleasing dreams, and slumbers light.——MARMION.

FRANCISCVS DRAEC, Æ. 52.

AUXILIO DIVINO

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BIOGRAPHICAL MEMOIR

OF

SIR FRANCIS DRAKE, Knt,

VICE-ADMIRAL OF ENGLAND,

IN THE YEAR 1588.*

Drace, pererrati quem novit terminus orbis,
Quemque simul mundi vidit uterque polus;
Si taceant homines, facient te sidera notum,
Sol nescit comitis non memor esse sui.

Exposed to thee have earth's last limits been,
Thou at like distance both the poles hast seen;
Were mankind mute, the stars thy fame would blaze,
And Phœbus sing his old companion's praise.

FOR his bravery, perseverance, and general talent, Sir Francis Drake will ever be remembered amongst the distinguished names which have immortalized the reign of Elizabeth—the Augustan age of Britain. We have been long anxious to inscribe a brief memorial of his achievements on our *columna rostrata*; and the fortunate acquisition of an original portrait of the hero,† has tended to accelerate the accomplishment of our desires.

Dr. Johnson, whose labours in biography may justly be regarded as so many models in that branch of literary composition, wrote the lives of only two naval characters—Sir Francis Drake,

* In the XVIIIth Volume of the Naval Chronicle, page 89, will be found a portrait, and a comprehensive biographical memoir, of Charles Howard, Earl of Nottingham, Lord High Admiral of England, at the time of the Spanish armada. In the memoir are inserted several highly important official documents, relating to the armada, which have never appeared in any other life of the admiral.—A portrait of Sir John Hawkins, Knt. Rear-admiral of England, under the Earl of Nottingham and Sir Francis Drake, with an accompanying biography, will be given in a future volume of the Naval Chronicle.

† In the painting of Sir Francis Drake, here alluded to, his name is spelled *Draec*. This circumstance affords a strong presumptive proof of the originality of the picture; and also, as it is in the style of Hans Holbein, that it is the production of a German pupil of that artist; the orthography being precisely that which a German would have adopted, as corresponding with the English pronunciation of the word Drake.

and Admiral Blake.* The former contains so admirable a display of character, seems so completely to develope the views and motives of its subject, and exhibits so many moral beauties, that we shall make no apology for transferring it to the pages of the NAVAL CHRONICLE; as, without experiencing the slightest self-degradation, we pronounce it to be eminently superior to any original memoir of Sir Francis Drake, that we might be enabled to offer. From *The Biographia Britannica*, however—a work too voluminous, and of a nature too *recherché* for the general reader—we shall extract, and append to Dr. Johnson's narrative, in the form of notes, such corrections, and additional information, as may render the present account of Sir Francis Drake, at once the most interesting, and the most correct, that has hitherto appeared.†

Dr. Johnson commences, and proceeds, as follows:—

FRANCIS DRAKE was the son of a clergyman in Devonshire, who being inclined to the doctrine of the protestants, at that time much opposed by Henry VIII. was obliged to fly from his place of residence into Kent for refuge from the persecution raised against him, and those of the same opinion, by the law of the Six Articles.‡ How long he lived there, or how he was supported, was not known; nor have we any account of the first years of Sir Francis Drake's life; of any disposition to hazards and adventures which might have been discovered in his childhood; or of the education which qualified him for such wonderful attempts: § we are only

* They first appeared in *The Gentleman's Magazine*; afterwards, they were published in DAVIES'S *Miscellanies*; and, of late years, they have been inserted in the complete editions of Dr. Johnson's works.

† Other sources will, of course, be applied to, for information relating to such of Sir Francis Drake's descendants as have served in the royal navy; amongst whom, in particular, was Rear-admiral Francis Samuel Drake, created a baronet in the year 1782, for his distinguished services in Rodney's memorable action of the 12th of April.

‡ This account is given on the credit of Camden, who professed to have received it from Sir Francis Drake himself. The same authority mentions Francis Earl of Bedford, as his god-father. As the result of their researches, however, the editors of the *Biographia Britannica* consider, that Sir Francis Drake was the son of Edmund Drake, a sailor; that he was the eldest of a family of twelve children; and that he was born near Tavistock, in Devonshire, in the year 1545.

§ According to the authority already mentioned, and on which we chiefly rely, he was brought up at the expense of Sir John Hawkins, who was his kinsman; and by him, at the age of eighteen, he was introduced to a maritime life, as the purser of a ship which traded to Biscay. From the circumstances of his birth, and family, however, it seems extremely probable, that he first went to sea at an earlier period.

informed, that he was put apprentice by his father to the master of a small vessel that traded to France and the Low Countries, under whom he probably learned the rudiments of navigation, and familiarised himself to the dangers and hardships of the sea. But how few opportunities soever he might have in this part of his life for the exercise of his courage, he gave so many proofs of his diligence and fidelity, that his master dying unmarried, left him his little vessel in reward of his service; a circumstance that deserves to be remembered, not only as it may illustrate the private character of this brave man, but as it may hint to all those who may hereafter propose his conduct for their imitation, that *Virtue is the surest foundation both of reputation and fortune, and that the first step to greatness is, to be honest.* If it were not improper to dwell longer on an incident at the first view so inconsiderable, it might be added, that it deserves the reflection of those, who, when they are engaged in affairs not adequate to their abilities, pass them over with a contemptuous neglect, and while they amuse themselves with chimerical schemes, and plans of future undertakings, suffer every opportunity of smaller advantage to slip away, as unworthy their regard. They may learn from the example of Drake, that diligence in employments of less consequence is the most successful introduction to greater enterprises.

After having followed for some time his master's profession, he grew weary of so narrow a province, and having sold his little vessel, ventured his effects in the new trade to the West Indies,* which, having not been long discovered, and very little frequented by the English till that time, were conceived so much to abound in wealth, that no voyage thither could fail of being recompensed by great advantages. Nothing was talked of among the mercantile or adventurous part of mankind, but the beauty and riches of this New World. Fresh discoveries were frequently made, new countries and nations never heard of before were daily described; and it may easily be concluded that the relaters did not diminish the merit of their attempts, by suppressing or diminishing any circumstance that might produce wonder, or excite curiosity. Nor was their vanity only engaged in raising admirers, but their interest likewise in procuring adventurers, who were indeed easily gained, by the hopes which naturally arise from new prospects, though through ignorance of the American Seas, and by the malice of the Spaniards, who, from the first discovery of those countries, considered every other nation that attempted to follow them, as

* He is stated, in other accounts, and with an appearance of probability, to have gone as purser to the bay of Biscay, when he sold his own vessel. On his return, it is added, he made a voyage to the coast of Guinea; in 1565, he sailed with a Captain Lovel, to the West Indies, where he experienced some indifferent treatment from the Spaniards; and, in 1567, he joined Sir John Hawkins, in his expedition to the coast of Guinea.

invaders of their rights; the best concerted designs often miscarried. Among those who suffered most from the Spanish injustice, was Captain John Hawkins, who having been admitted by the viceroy to traffic in the bay of Mexico, was, contrary to the stipulation then made between them, and in violation of the peace between Spain and England, attacked without any declaration of hostilities, and obliged, after an obstinate resistance, to retire with the loss of four ships, and a great number of his men, who were either destroyed or carried into slavery. In this voyage Drake had adventured almost all his fortune, which he in vain endeavoured to recover, both by his own private interest, and by obtaining letters from Queen Elizabeth; for the Spaniards, deaf to all remonstrances, either vindicated the injustice of the viceroy, or at least forbore to redress it.* Drake, thus oppressed and impoverished, retained at least his courage and his industry; that ardent spirit that prompted him to adventures, and that indefatigable patience that enabled him to surmount difficulties.† He did not sit down idly to lament misfortunes which Heaven had put it in his power to remedy, or to repine at poverty, while the wealth of his enemies was to be gained: but having made two voyages to America,‡ for the sake of gaining intelligence of the state of the Spanish settlements, and acquainted himself with the seas and coasts, he determined on a third expedition of more importance; by which the Spaniards should find how imprudently they always act, who injure and insult a brave man.

On the 24th of May, 1572, Francis Drake set sail from Plymouth, in the Pascha, of seventy tons, accompanied by the Swan, of twenty-five tons, commanded by his brother, John Drake, having in both the vessels seventy three men and boys, with a year's provision, and such artillery and ammunition as was necessary for his undertaking; which, however incredible it may appear to such as consider rather his force, than his fortitude, was no less than to make reprisals upon the most powerful nation in the world. The wind continuing favourable, they entered, June the 29th, between Guadaloupe and Dominica; and, on July 6th, saw the high land of Santa Martha, then continuing their course, after having been becalmed

* In this unfortunate expedition, which sailed from Plymouth on the 2d of October, 1567, Drake commanded a ship called the Judith; and, in the respective actions with the Spaniards, he acquitted himself with great gallantry. "If," says Sir John Hawkins, alluding to the stress of weather, the cruelties of the Spaniards, the want of provisions, &c. which had been sustained, "all the miseries and troublesome affairs of this sorrowful voyage should be perfectly and thoroughly written, there should need a painful man with his pen, and as great a time as he that wrote the lives and deaths of the martyrs."

† After his return to England, he is said to have served for some time on board one of the Queen's ships.

‡ The first, in 1570, with the Dragon, and the Swan; the second, in 1571, with the Swan only.

for some time, they arrived at Port Pheasant, so named by Drake in a former voyage, to the east of Nombre de Dios. Here he proposed to build his pinnaces, which he had brought in pieces ready framed from Plymouth; and was going ashore with a few men unarmed, but discovering a smoke at a distance, ordered the other boat to follow him with a greater force. Then marching towards the fire, which was in the top of a high tree, he found a plate of lead nailed to another tree, with an inscription engraved upon it by one Garret, an Englishman, who had left that place but five days before; and had taken this method of informing him, that the Spaniards had been advertised of his intention to anchor at that place, and that it therefore would be prudent to make a very short stay there. But Drake, knowing how convenient this place was for his designs, and considering that the hazard and waste of time, which could not be avoided in seeking another station, was equivalent to any other danger which was to be apprehended from the Spaniards, determined to follow his first resolution; only, for his greater security, he ordered a kind of palisade, or fortification, to be made, by felling large trees, and laying the trunks and branches one upon another by the side of the river.

On July 20, having built their pinnaces, and being joined by one Captain Rause, who happened to touch at the same place, with a bark, of 50 men, they set sail towards Nombre de Dios, and taking two frigates at the island of Pines, were informed by the negroes, which they found in them, that the inhabitants of that place were in expectation of some soldiers, which the governor of Panama had promised, to defend them from the Symerons, or fugitive negroes, who, having escaped from the tyranny of their masters in great numbers, had settled themselves under two kings, or leaders on each side of the way between Nombre de Dios, and Panama; and not only deserted their natural attachment to liberty and independence, but endeavoured to revenge the cruelties they had suffered, and had lately put the inhabitants of Nombre de Dios into the utmost consternation. These negroes, the captain set on shore on the main land, so that they might, by joining the Symerons, recover their liberty, or at least might not have it in their power to give the people of Nombre de Dios any speedy information of his intention to invade them. Then selecting fifty-three men from his own company, and twenty from the crew of his new associate, Captain Rause, he embarked with them in his pinnaces, and set sail for Nombre de Dios. On July the 28th, at night, he approached the town undiscovered, and dropped his anchors under the shore, intending after his men were refreshed, to begin the attack; but finding they were terrifying each other with formidable accounts of the strength of the place, and the multitude of the inhabitants, he determined to hinder the panic from spreading farther, by leading them immediately to action: and therefore ordering them to their oars, he landed without any opposition, there

being only one gunner upon the bay, though it was secured with six brass cannons of the largest size ready mounted. But the gunner, while they were throwing their cannons from their carriages, alarmed the town, as they soon discovered by the bell, the drums, and the noise of the people. Drake, leaving twelve men to guard the pinnaces, marched round the town with no great opposition, the men being more hurt by treading on the weapons left on the ground by the flying enemy, than by the resistance which they encountered. At length, having taken some of the Spaniards, Drake commanded them to shew him the governor's house, where the mules that bring the silver from Panama were unloaded; there they found the door open, and entering the room where the silver was reposited, found it heaped up in bars, in such quantities as almost exceed belief; the pile being, they conjectured, seventy feet in length, ten in breadth, and twelve in height: each bar weighing between thirty and forty-five pounds. It is easy to imagine, that at the sight of this treasure, nothing was thought on by the English, but by what means they might best convey it to their boats; and doubtless it was not easy for Drake, who, considering their distance from the shore, and the numbers of their enemies, was afraid of being intercepted in his retreat, to hinder his men from encumbering themselves with so much silver, as might have retarded their march, and obstructed the use of their weapons: however, by promising to lead them to the king's treasure-house, where there was gold, and jewels, to a far greater value, and where the treasure was not only more portable, but nearer the coast, he persuaded them to follow him, and to rejoin the main body of his men, then drawn up under the command of his brother in the market-place.

Here he found his little troop much discouraged by the imagination, that if they stayed any longer, the enemy would gain possession of their pinnaces, and that they should then, without any means of safety, be left to stand alone against the whole power of that country. Drake, not indeed easily terrified, but sufficiently cautious, sent to the coast to inquire the truth, and see if the same terror had taken possession of the men, whom he sent to guard his boats; but finding no foundation for these dreadful apprehensions, he persisted in his first design, and led the troop forward to the treasure-house. In their way there fell a violent shower of rain, which wet some of their bow-strings, and extinguished many of their matches; a misfortune which might soon have been repaired, and which perhaps the enemy might suffer in common with them, but which however on this occasion very much embarrassed them, as the delay produced by it repressed that ardour which sometimes is only to be kept by continued action, and gave time to the timorous and slothful to spread their insinuations, and propagate their cowardice. Some, whose fear was their predominant passion, were continually magnifying the numbers and courage of

their enemies, and represented whole nations as ready to rush upon them; others, whose avarice mingled with their concern for their own safety, were more solicitous to preserve what they had already gained, than to acquire more; others, brave in themselves, and resolute, began to doubt of success in an undertaking, in which they were associated with such cowardly companions; so that scarcely any man appeared to proceed in their enterprise with that spirit, and alacrity, which could give Drake a prospect of success. This he perceived; and with some emotion told them, that if, after having had the chief treasure of the world within their reach, they should go home and languish in poverty, they could blame nothing but their own cowardice, that he had performed his part, and was still desirous to lead them on to riches and to honour. Then finding, that either shame or conviction made them willing to follow him, he ordered the treasure-house to be forced, and commanding his brother, and Oxenham, of Plymouth, a man known afterwards for his bold adventures in the same parts, to take charge of the treasure; he commanded the other body to follow him to the market-place, that he might be ready to oppose any scattered troops of the Spaniards, and hinder them from uniting into one body. But as he stepped forward, his strength failed him on a sudden, and he fell down speechless: then it was that his companions perceived a wound in his leg, which he had received in the first encounter, but hitherto concealed, lest his men, easily discouraged, should make their concern for his life a pretence for returning to their boats. Such had been his loss of blood, as was discovered upon nearer observation, that it had filled the prints of his footsteps; and it appeared scarce credible, that after such effusion of blood, life should remain.

The bravest were now willing to retire; neither the desire of honour, nor of riches, was thought enough to prevail in any man over his regard for his leader. Drake, whom cordials had now restored to his speech, was the only man who could not be prevailed on to leave the enterprise unfinished. It was to no purpose that they advised him to submit to go on board to have his wound dressed, and promised to return with him and complete their design: he well knew how impracticable it was to regain the opportunity when it was once lost, and could easily foresee that a respite, of but a few hours, would enable the Spaniards to recover from their consternation, to assemble their forces, refit their batteries, and remove their treasure. What he had undergone so much danger to obtain was now in his hands; and the thoughts of leaving it untouched was too mortifying to be patiently borne. However, as there was little time for consultation, and the same danger attended their stay in that perplexity and confusion, as their return, they bound up his wound with his scarf; and partly by force, partly by entreaty, carried him to the boats, in which they all embarked by break of day. Then taking with them, out of the

harbour, a ship loaded with wines, they went to the Bastimentes; an island about a league from the town, where they stayed two days to repose the wounded men, and to regale themselves with the fruits which grew in great plenty in the gardens of that island. During their stay here, there came over from the main land a Spanish gentleman, sent by the governor, with instructions to inquire whether the captain was that Drake who had been before on their coast; whether the arrows with which many of their men were wounded were not poisoned; and whether they wanted provisions or other necessaries: the messenger likewise extolled their courage with the highest encomiums, and expressed his admiration of their daring undertaking. Drake, though he knew the civilities of an enemy are always to be suspected; and that the messenger, amidst all his professions of regard, was no other than a spy: yet, knowing that he had nothing to apprehend, treated him with the highest honours that his condition admitted of; in answer to his inquiries, he assured him that he was the same Drake with whose character they were before acquainted; that he was a rigid observer of the laws of war, and never permitted his arrows to be poisoned; he then dismissed him with considerable presents; and told him that, though he had unfortunately failed in this attempt, he would never desist from his design, till he had shared with Spain the treasures of America.

(To be continued.)

NAUTICAL ANECDOTES, &c.

AMERICAN NAVAL REWARDS.

IN the House of Representatives, on the 5th of November last, Mr. Dawson rose, and thus expressed himself:—

"I take this early moment to present to you a resolution which I feel pleasure and pride in believing will meet the general approbation, not only of this house, but of the nation.—The president of the United States, in his message, which was read yesterday, has, in terms eloquent and appropriate, made mention of an engagement which has taken place between an American frigate and one of his Britannic Majesty's; an engagement in which American tars have proved to the world, that when commanded by officers of skill, valour, and fidelity, they are capable of contending with, and vanquishing those of any nation on the earth upon any element, even on that element where British skill has acquired so much celebrity; and that the American flag, when authorized by the constitutional authorities of our country, will command respect on the high road of nations. Far, very far, be it from me to boast; it ill becomes an individual or a nation, and is never the concomitant of true courage; but on the present occasion,

it seems to me proper that we should express our sentiments, our feelings, and thereby the feelings of the nation. I shall, therefore, without farther comment, offer to you the following resolution, observing that the facts therein stated have been ascertained at the proper department, and the proofs are on the table:

" 'Resolved, by the Senate and House of Representatives of the United States of America, in Congress assembled, That the president of the United States be, and is hereby requested to present, in the name of Congress, to Captain Isaac Hull, a gold medal, with suitable emblems and devices; and that the sum of thousand dollars be, and the same is hereby appropriated to be distributed as prize-money to the officers and crew of the United States frigate Constitution, of 44 guns, according to the provisions of the act for the better government of the navy of the United States, in testimony of the high sense entertained by Congress of the gallantry, good conduct, and services of Captain Hull, the officers and crew of the frigate Constitution, in attacking, vanquishing, and capturing the British frigate Guerriere, mounting 54 carriage-guns, thereby exhibiting an example highly honourable to the American character, and instructive to our rising navy.'"

The *candour* of the above resolution, it is presumed, will not escape the notice of the reader. The force of the Constitution, as to her number of guns, is described as that at which she is rated (44), though it is understood that she actually mounted 58; saying nothing of her superior size, weight of metal, number of men, &c. On the other hand, the force of the Guerriere, as to her number of guns, is described—not as in the case of the Constitution, at what she was rated (38) but—as mounting 54. We believe it would puzzle most naval men, to know in what manner such a number of guns, had they been actually on board, could have been worked in a ship of the size of the Guerriere.

Some conversation passed on the proper mode of disposing of this subject, in the course of which, a Mr. Seybert suggested the propriety of also giving some distinction or medals to the crew of the Constitution, who, he thought, were too generally overlooked in such cases.—Mr. Wright approved the spirit of the resolution, but hoped the other officers would receive swords, and the men suitable rewards; and he confidently hoped a gold medal would be voted to the nearest relation of Lieutenant Wm. Bush, of the marines, who fell, gallantly fighting in that action, covered with wounds and glory: he, therefore, for that purpose, moved that the resolution be referred to a select committee.—The resolution was eventually ordered to lie on the table, till a committee be appointed, to whom it should be referred.

RUSSIAN PRAISE OF BRITISH SEAMEN.

The following is the liberal testimony of the Russian commander, at Riga, in honour of our seamen:—

" I cannot conclude without bearing testimony to the conduct of the English naval officers and seamen, our brave allies: they have performed the most essential services to his Imperial Majesty in this quarter. Their

courage prompts them to undertake the most hazardous enterprises, which their skill and foresight enable them to execute with success. In every danger they are foremost, and in every difficulty capable of counselling. I have derived great assistance from them.

"*Riga, Sept.* 6, 1812. "VON ESSEN."

FATE OF THE LOYAL LONDON.

March 30, 1665. The City of London built a man of war, called the Loyal London, at their own charge; a frigate of that name having unfortunately been burnt. On the 11th of June, 1667, the Dutch sailed up the Medway, as far as Chatham, and burnt the Royal Oak, the Loyal London, and the Great James, with several other English men of war, and retired with the loss of only two of their ships, which ran aground and were burnt by themselves.

VALOUR REWARDED.

A Malta newspaper, of the 18th of November last, presents the following statement:—

"The polacca Eliza, commanded by Captain Siccoli, laden with merchandise, from Malta direct for Constantinople, was attacked off Candia by a French privateer. Though the latter was of superior force, the polacca did not decline the combat, but after engaging her for several hours, and making a most honourable resistance, was obliged to surrender. The merchants of Malta, sensible of the brilliant though unsuccessful defence made by Captain Siccoli and his crew, made a subscription to reward the valour of both.—In that subscription the British Company contributed 1,000 crowns; the Anglo-Maltese Company 500; the Company of Insurance of Malta 400; the Company of the Union 250; the Company Villoriosa 200; the Company Singlea 200. The whole subscription amounted to 2,550 Maltese crowns, which were distributed in the following manner:—To 10 mariners of the crew 90 crowns each; to three mariners wounded 150 crowns each; to the family of Nostrocomo, who was killed in the action, 270; to the second captain, Gracomo Tabeno, who was wounded, 350; to Captain Angelo Siccoli, 500 crowns, and a sword of the value of 80 crowns, accompanied by the following letter, from the office of the British Company at Malta, November 6, 1812:—

"'Captain Angelo Siccoli—The brilliant defence made by you, of the polacca Eliza, under your command, when, in the last voyage from hence to Constantinople, she was attacked by a French privateer, of considerably superior force, though ineffectual, has not failed to acquire you the esteem and consideration of this company, as also of the companies named the Anglo-Maltese; the Union Insurance of Malta; the Singlea; and the Villoriosa: in testimony of this, and with a view to encourage other captains to follow so brave an example, the said companies have respectively contributed proportionate sums of the reward to your officers and crew. In obedience to the orders I have received for the distribution of these sums, I, with this letter, present you with 500 crowns, and a sword, which, though not of great value, I trust, will be acceptable to you,

from the motive from which it is bestowed. I remain, with every sentiment of esteem, your humble servant,

" ' G. SLYTHE, Agent.' "

TRISTAN D'ACUNHA.

Mr. Lambert, the American, who, in 1811, took possession of the island of Tristan d'Acunha, in the Southern Ocean, has recently applied to the governor of the Cape of Good Hope, for the patronage and assistance of the British government and East India Company. His agent at the Cape has declared that he would endeavour to afford refreshments to whatever vessels might pass in that track of sea; and that whenever the sanction of the British government should be known, the necessary assistance being given him, he would most solemnly declare himself allied to that government; and, by permission, display the British flag on the island, reserving however always to himself the governorship, provided an equivalent could not be agreed upon.* Lord Caledon had granted to his agent a small vessel, to carry from the Cape five industrious families, who had requested leave to emigrate thither: also a few black cattle, sheep, goats, &c. with such other small necessaries as might conduce to the growth and production of the island.

RUSSIAN FLEET AT CHATHAM.

The following has been handed to us, as a correct list of the Russian fleet, which arrived at Chatham in the month of December, 1812:—

Ships.	*Guns.*	*Commanders.*
Chabroy	110	Commodore Butchensky
Pametgeftavi	74	Rear-admiral Karopka Captain Butchenskey
Smeloy	80	—— Ogleby
Prechsvotitel	74	—— Rose
Borey	74	—— Ratmanof
Severdaja Suezda	74	—— Povahehen
Jupiter	74	Commodore Boyle
Orel	74	Captain Durnoff
Miranosetz	74	—— Moore
Tshesma	74	—— Shishmaneff
Vinera	36	—— Heldebrand
Sverburg	36	Admiral Tate Captain Butchensky
Bustroy	36	—— Nivetsky
Archipelago	36	—— Polozoff
Melpomen	24	—— Waselefsky
Germyon	24	—— Bojadenoff
Ganez, brig	18	Captain-lieutenant Gefimgef
Nord Agler	74	Vice-admiral Crown Captain Hamilton
Netron	74	—— Mitkoff
Trocharach	74	—— Ternofsky
Svetoslef	74	—— Stepanoff
Podedanosctz	64	—— Disvowith.

* *Vide* N. C. XXVI. 225.

CORRESPONDENCE.

MR. EDITOR, *December* 1, 1812.

THOUGH I am convinced that clever men are selected to form the board of Admiralty, I am at a loss to determine their motive for not employing our largest frigates on the American station. Had common precaution been taken, previously to the declaration of war against us, we should, in all probability, have been spared the mortification that was felt at the loss of the Guerriere. The size and force of the American frigates, with the great number of men they carry, were made known to government long before any difference took place between the two countries:* why, therefore, did they not provide against the chance of our ships falling a prey to the enemy, from inferiority of force? and why, now the misfortune has occurred, do they not endeavour to prevent it in future? It is true, that, after the Little Belt's action with the President, the Spartan and Shannon were sent out to relieve two ships of a smaller class; but either of these ships, with eighteen-pounders and an inferiority of men, is as little able to sustain an action with an American frigate, as the Guerriere was.

It must be obvious to the lords of the Admiralty, as well as it is to all naval men, that our frigates are badly manned: why, therefore, is not this material point remedied? It is well known, that, in the American frigates, a proportion of men is kept below, during the action; and, as those who are serving at the guns drop off, their situations are filled by some of those in reserve.

The loss of our ships is a national disgrace, not an individual one. It is not the brave captain, who fights his ship under every disadvantage, that will receive censure, when every circumstance is inquired into, and investigated minutely; but it is those men who are at the head of the government, and those who have the regulating of naval affairs, that the opprobrium will be cast upon. Still the national character suffers; and it is, therefore, the duty of every Englishman, let his situation be what it may, to point out the most cogent reasons, as they occur to his mind, for the prevention of such misfortunes. And, as far as relates to our navy, on the American station, I beg leave to submit the following opinion: If our largest class of frigates, such as the Lavinia, Cambrian, Undaunted, Acbar, Indefatigable, Endymion, Unité, and Acasta, all of which carry, or are capable of carrying, twenty-four pounders on their main decks, were fitted out with an additional complement of men, and sent to the American

* Twelve years ago, regular information was given to the Admiralty Board, that the Americans, with great nautical skill, were about to build frigates of the size and form which now annoy us. And about the same time, an excellent officer, Admiral Blanket, shewed in a clear and well-written paper, that the frigates of our own size were under-manned—for there never was a sufficient complement to allow of a number to be stationed in the tops, &c. with small arms and for boarding.

coast, as a flying squadron, under the command of an enterprising officer, we should very soon hear of the capture of the American squadron, whether commanded by a Rodgers, Decatur, or Hull. Should any of the above ships be on a foreign station, and it would require some time before they could return home, let the eight and thirty gun frigates be fitted, and, in lieu of their eighteens, substitute Gover's long-short twenty-four pounders. These guns, which are *lighter* than our long twelves, and of course are worked *more easily*, will, I engage, do as much mischief at close quarters as those of the Yankees. Our 50's and 44's, on two decks, are only fit to cope with the Americans in smooth water; for, if the sea should be at all heavy, they cannot open their lower deck ports, and, consequently, the guns there will be rendered useless. I cannot but remark it, as somewhat surprising, that a squadron of line-of-battle ships has not been sent out to the coast of America; as I have not a doubt, from the ready state in which all the French ships at their different ports appear to be kept in, since the rupture with the United States, that they intend making a dash out, and pushing across the Atlantic, where they will get their ships manned with American seamen. That they can escape from their ports, cruise, and return, without molestation, is a fact not to be denied. Have they not done it? and, let me ask, then, what is to prevent their doing so again? Winter has already set in; the dark nights, and foggy mornings, point out to them opportunities enough; and what have we to intercept their progress across the ocean? The St. Domingo, Poictiers, and a few frigates, are not competent to cope with ten or twelve sail of the line. This is a circumstance as likely to happen as any other that we might anticipate; therefore, why not guard against it? The French know what number of ships we have out there; they likewise are well aware, that it is possible to evade the vigilance of our blockading squadron. They have gained the knowledge of the latter truth by putting our keenness to the trial; and, if we do not intimidate them by sending out a sufficient force to the American station, they will, this winter, have all their fleet manned.

OCEANUS.

MR. EDITOR,

THE subjoined paper having fallen into my hands, and the subject appearing so well adapted to your useful publication, I have but little hesitation (trusting that the author will not be offended thereat) in conveying to the public the sentiments of a person who seems to have contrasted the principles and proceedings of the subscribers to the Patriotic Fund (which amounted to 170,000*l.*) with another object, in my judgment as well as his own, of an utility greatly beyond the one they had adopted.

The letter appears to have been written about the early establishment of it; the date, December, 1805; and, if I might trust to my judgment, I should attribute it to a character of some note in public life, and to whom we have been indebted for considerable exertions in behalf of the country.

I am, your obliged

NAUTICUS.

SIRS,

However deviating from the professed intention of your institution my representation may appear to you, yet as its object will be more effectually accomplished, and rendered thereby more permanently extensive, I cannot resist the desire of intruding on your notice a plan which, in repeated instances, has pressed itself most forcibly on my thoughts; especially when I have beheld the mutilated defender of his country "begging bitter bread, through a realm his valour saved."

What the nation owes to this class of heroes for safety and credit, seems, at this period, abundantly impressed on the minds of its inhabitants; and therefore the most appropriate season for that liberal attention, which (though not excited into immediate action) will doubtless be thought congenial to the principles of your public-spirited designs, for alleviating their distress; at least so much as to give rise to suggestions for a more enlarged system of commiseration and benevolence. To no society beside can it be introduced with any hope of an eventual adoption; for your investigation must lead you to a knowledge of their miseries, which the community at large are unacquainted with, though their purses have so amply furnished the relief you administer.

That a great, considerate, and maritime kingdom, where hospitals, asylums, and protection are without limit, for all the maladies, miseries, and infirmities which flesh is heir to, in the ordinary course of life, should be unprovided with one for objects of this description, to whom so much appears due, is remarkable, particularly when they are supported by contributions and endowments of the greatest value, even to that style of magnificence, that the foreigner with astonishment contemplates these voluntary sacrifices to that God-like attribute, charity, and venerates the British character more for these exalted instances of that virtue, than for their heroism, displayed in battle.

Is it synonymous with this disposition and conduct, this impressive influence of christian benevolence, that the brave defenders of our country should be suffered to wander about our streets, begging a scanty subsistence, or perishing by degrees under the complicated ills of want, disease, and impotence, relieved only by the small stipend of an out pensioner of Greenwich, of the Chest at Chatham, of the Trinity House, or other insufficient means of support, and which in many instances may more properly be termed the means of inconsiderate intemperance, to bury their miseries in a supposed oblivion?

Reflection on such topics induces the inquiry, why an asylum, consonant to their wants, consonant to the liberality displayed in every other interesting and distressful case, has not been established? Why are the objects of disease and accidental injury in ordinary life entitled to greater consideration than those through whose intrepidity we have not only the ability to be charitable, but the enjoyment of all we possess.

Under the unfeigned impressions of patriotism, compassion, and gratitude now manifested, should not an effort be made to give stability to your intention, and to establish an asylum, where the wounded seaman may have shelter, food, and cloathing; in which those who are competent to

work may have employment, for some beneficial purpose, and those who are unable, be relieved from that eleemosynary support, without which they might otherwise starve. Thus would our capital and towns be freed from those distressing objects, equally subject to our reprehension and pity, and who are become a national reflection.

The magnificent structure at Greenwich affords an ample provision for many; but (on the extended scale of our naval establishments) far inadequate to the claims of all. The Patriotic Society's funds, supported as they have been by the cheering subscriptions of the whole empire, have now ample means for extending the sphere of those endeavours, and will furnish relief adequate to these claims of the crippled defenders of our prosperity. The society might perpetuate the benefits they are administering, in a way more dignified, and more suitable to the objects of their bounty; a benefit that would neither be perverted by abuse nor imposition.

Annual voluntary contributions for this purpose would be extensive: endowments by will, would follow as to other charities; nor could this reward of British heroism ever be withheld by the grateful inhabitants of the United Empire; and whatever may be deficient the national sources should supply, as to other charitable institutions. Were the idea once originated and adopted, the means of its future support would never fail.

By this extensive system, all invidious discrimination would be avoided; those who have bravely fought and suffered would be equally privileged, whether in fleets or single ships: nor is it the splendor of great achievements only that should excite attention and bounty; even on a failure of success the wounded seaman is not less entitled to the regard of his country.

In the spirit, therefore, of that benevolence, of which the christian has so bright an example to follow, we should aim beyond the present limits of this philanthropy, and lay a foundation for an institution that will meet all the wants of the unfortunate sufferers, in actions at sea.

By manifesting that we appreciate their services, the British flag will never want support, nor the navy that supply of men, which the expectation of being destitute under such sinister events, has contributed greatly to diminish.

The motives for such an undertaking are founded upon every interest, every virtue, the most powerful feelings of the human heart. In the gratification and fulfilment of these laudable principles, the national character and prosperity will be established on the most solid basis; and it will be a far more praiseworthy, beneficial, and lasting monument of exultation and gratitude, as honourable to the dead, and more acceptable to the living heroes, than the splendid trophies, pillars, statues, &c. voted to a few dignified and exalted characters, whose noble achievements might be recorded on tablets within the walls, dedicated to the maintenance of those by whose exertions, and with whom they have fought, conquered, and established the British supremacy on the ocean, in every part of the globe.

I remain, Sirs, with great respect,

Your most obedient Servant.

To the Committee of the Patriotic Fund.

MR. EDITOR,

TURNING over some old journals the other day, I found the undermentioned memorandum, which I thought might prove acceptable to some of your readers. I should not have troubled you with so trifling an article, had I not observed in your useful work similar accounts, on the subject of natural history.

I remain, Sir, your humble servant,

Hitchin, Herts, Dec. 29th, 1812. C.

" *Ship Loyalist, Sunday, Oct. 4th*, 1801, *lat.* 33′ 39″ *south, long.* 35′ 15″ *east.*

" This morning, on washing the decks, a flying fish was found, of such large dimensions, that it was thought worth while to take a drawing of it (and which I now have in my possession). It had four wings, two larger inserted just behind the gills, and two small, exactly half way from the nose to the root of the tail. The head was flat and smooth, and so transparent that the brain was easily to be seen. It was of a dirty violet colour, which extended about half over the wings ; the remaining half was without colour, and transparent. The head resembled that of a herring. It was covered with scales, which appeared to come off very easily. The tail was like a shark's reversed ; that is, with the longest fin undermost. The caudal fin was 2½ inches long ; the ventral one about half that length. The admeasurement is as follows : —

	Inches.
" Length from the tip of the nose to the extremity of the tail	16¼
Length of the larger wing	9
Breadth of ditto at the extreme	6
Length of the lesser wing	4
Breadth of ditto at the extreme	2½
Length of the upper fork of the tail	2½
Ditto ditto lower	4"

MR. EDITOR,

FOR the information of your correspondent, D. F. I take the liberty to send you the following answers to some of his questions :*—

1st. The amount of the losses sustained by British subjects, by confiscation, in Denmark, in consequence of the expedition to Copenhagen, and of the seizure of Danish ships and cargoes in the ports of this kingdom, previously to a declaration of war against Denmark, was calculated, (according to the returns made in 1808, by the committees in different parts of the kingdom, appointed for the purpose of making applications to ministers for indemnification for those losses), at 500,000*l.* It has since been ascertained, that a great many of the Danish debtors had not con-

* *Vide* N. C. XXVIII. p. 464.

formed to the decree of their government for the confiscation of British property, and the real amount of the losses is now estimated at about 280,000*l.*; but this point will soon be known more exactly, as the committees are again employed in collecting these particulars.

2d. The value of the Danish ships and cargoes, seized in our ports previously to a declaration of war against Denmark, was estimated at about 1,600,000*l.* The number of these ships and cargoes was reckoned at 320, which, at 5,000*l.* for each ship and cargo (which was the average net proceeds of the first twenty-five which had been sold, when the calculation was made), produce the above sum of 1,600,000*l.*

3d. The British subjects, whose property the Danes confiscated, have not received any indemnification, nor any promise of indemnification, out of the fund of the Danish droits. Applications for that purpose were made to ministers, soon after the appearance of the Danish decree of confiscation, and repeatedly since, but uniformly without success. Mr. Perceval had lately shewn some disposition to relax in his opposition to the sufferers, and had desired that they would again lay before him the particulars of their case; which they did about three weeks before his assassination, but did not receive his determination. Since then, they have renewed their memorials to the present ministers, but to no purpose.

4th. I am not aware that any appropriations have been made out of the fund of Danish droits, except some presents to captors.

5th. I should suppose, that the sufferings of the British merchants, whose property was confiscated by the Danes, and who sought indemnification out of the Danish property seized by our government, have never come to the knowledge of his Majesty, the lords of the Treasury having uniformly refused to recommend their case to his consideration. It is as little probable, I think, that the case of the British sufferers ever reached the ears of the Prince Regent, as I remember seeing it mentioned in some of the papers, that his Royal Highness had, on the occasion of a grant out of the droits to the Princess of Wales, congratulated himself on an opportunity of discharging her debts, without being under the necessity of making any addition to the burthens of his Majesty's subjects.

F. Y.

MR. EDITOR,

IT was with the strongest sensations of surprise and indignation, I read the malicious reports which found their way into some of the newspapers of the 29th ult. stating the mutiny of the crew, and the carrying of the Griffon into the port of Boulogne. That such a rumour is not only happily untrue, but without the slightest grounds for its fabrication, is completely vouched by an officer of that sloop now addressing you, and by the enclosed letter, which presents to the legislative authority the feelings of the crew so stigmatised, on the "condition of the ship, and its internal regulation." They humbly presumed, that their satisfaction with the conduct of their officers, including that of the hapless Lieutenant Gamage, whose *manes* are now disturbed by the unhallowed hand of criticism, was

fully evinced by their petition to the Prince Regent: they will, however, feel much obliged by assuring their fellow countrymen, through the medium of the NAVAL CHRONICLE, that they still remain as before, ready, officers and men, to support to the last drop of their blood, the honour of a beloved King, and an exalted Country. I am, Sir, your's, &c.

AN OFFICER ON BOARD THE GRIFFON.

H. M. S. Griffon, Deal, January, 1813.

Copy of a Letter from the Crew of the Griffon, to their Commander.

"SIR, "*H. M. S. Griffon, Dungeness, Jan.* 6, 1813.

"A report of a most disagreeable nature having been circulated greatly to our disadvantage, in representing us as having taken H.M.S. Griffon from our officers, and carried her into Boulogne,—

"We, the petty officers, seamen, and marines, of the said sloop, most humbly beg leave to represent, that far from having any cause of discontent either with our captain or officers, we feel obliged to them for their lenity during the present short-handed state of the vessel; and hope it will please the commander-in-chief, or the lords of the Admiralty, to prosecute the author of so scandalous and malicious a report, tending so greatly to our prejudice, and that of the service.

"We remain, honoured Sir,

"Your most obedient humble servants,

"Signed by the whole SHIP'S COMPANY."

"*To George Trollope, Esq. Captain of H.M.S. Griffon.*"

MR. EDITOR, *December* 31, 1812.

HOWEVER trifling the distinctions of dress may be considered by men of liberal minds, and however little real respectability may be conferred by outward appearance; yet, in all employments of a military nature, there is a greater degree of consequence attached to dress than it intrinsically merits: and we see that in *corps* distinguished by their long and eminent services, those at the head of our military establishments have caused distinctions to be made in their dress, indicative of the estimation in which they are held, and even as particular marks of the royal favour. I trust, therefore, that I shall be excusable in offering, through the medium of the NAVAL CHRONICLE, a few words on the partial change which has lately taken place in the uniform of the officers of H. M's navy, framed during the administration of Lord Melville's predecessor. Several distinguishing alterations and additions have been made in the dress of a part of those officers; while three classes, equally deserving, and at least as useful as any in the service, have been entirely overlooked. I mean the masters, pursers, and surgeons. Those officers are respectively entrusted with duties the most important, in the well-conducting H. M.'s naval service, and equally share with other officers the dangers and privations of a

sea life, and are therefore surely in all justice eligible to an equal share of notice.

The chief object of naval uniform is to give officers a respectable appearance in foreign ports; and is it fair, that the means of making that appearance should be withheld from so numerous a part of them? or is it consistent with the respectability of a service, which in its various appointments is looked up to as a pattern by every other naval power.

The lieutenants of the navy, with whom the officers I have mentioned are accustomed to mess and associate, are by the late regulation to wear gold epaulets. This conspicuous distinction, while not the smallest alteration takes place in the uniform of the others, may not, as I have already observed, appear of any consequence to a liberal mind; but, with the wealthy and illiberal (of which there are many, no doubt, in so numerous a profession), may it not operate as an invidious distinction, and be the means of generating disunion where social and friendly intercourse is the chief, if not only solace, in periods of long and tedious services?

After the example afforded of liberal attention to all classes in the service, in the popular administration of the father of the noble lord now at the head of the Admiralty, it is to be hoped that his lordship will not withhold so trifling a boon, particularly as it cannot be attended with any public inconvenience. I am, Sir,

Your very humble servant,

A FRIEND TO THE NAVY.

MR. EDITOR, *Magnificent, Cawsand Bay, 28th Dec.* 1812.

AN extraordinary piece of seamanship has been performed in this ship, the last breeze, by Captain Hayes, which saved this beautiful 74, and the lives of all the crew; and, as I think it ought to be made public, for the benefit of others who may be, in future, placed in a similar situation, I send enclosed the particulars to you, which, if thought worthy of your notice, will, I trust, find a place in the NAVAL CHRONICLE. That the ship was saved, and that we all owe our lives to Captain Hayes's masterly conduct, in the hour of peril and danger, is most certain; and I assure you, there is not one in the ship who does not feel grateful to him for his conduct on the trying occasion. I am, Sir,

Your obedient humble servant,

A MAGNIFICENT.

An account of the perilous situation in which H.M.S. Magnificent was placed by the breaking of her anchor on the night of the 16th of December, 1812, with the means taken to extricate her.

The ship was anchored in the evening between the reef of Chasseron, and the reef of Isle de Rhé, nearly mid-channel, in 16 fathoms water, in the entrance to Basque road; the courses reefed, top-sails close reefed, and top-gallant-yards got down. At 8 o'clock, the weather appearing suspicious, and the wind beginning to blow, the top-gallant-masts were got

down on deck: at half-past it came on squally, and cable was veered to a cable and a half. At 9 the ship was found to be driving, and in only 11 fathoms water; the small bower was instantly let go, which brought her up in 10 fathoms. Yards and top masts were immediately struck, as close down as they could be got. The moon was not to be seen; yet it was not a dark night: it just gave sufficient light to shew us our dangerous situation; the sea breaking on the reef, with great violence, about a quarter of a mile astern; and, on the starboard quarter, as soon as the top-masts were down, orders were given to heave in upon the best bower, which appeared to be slack, as though the anchor had broken. Three quarters of a cable were got in, when the stock appearing to catch a rock, it held fast: service of course was put in the wake of the hawse, and the cable secured. The inner cable of the best bower was unspliced, and bent to the spare anchor, and a lead-man was kept in the chains to heave the lead, the same as though the ship had been under way, in addition to the deep-sea lead, attended at the gangway by a quarter master, when it was discovered by the man in the chains, that there was a large rock under the ship's bottom, of three fathoms in height: in fact the ground was covered with rocks, and the ship in the midst of them, with the wind at W.S.W. blowing a gale, with small rain, and a heavy sea. In this state we remained, with people stationed with axes to the sheet and spare anchors, till daylight, when the man at the deep-sea lead declared the ship to be driving. The spare anchor was directly cut away, and the range taken out; when the ship brought up again, and when the ebb tide made, she took the whole cable service, and rode with the best and small bowers a-head, and the spare anchor broad on the starboard bow. The gale appeared to increase; the sea was high; and, as it broke sometimes outside the ship, it proved she was in the midst of rocks, and that the cables could not remain long without being cut. The wind at this period was west, and St. Marie church bore east, and the distance where the ship would have gone to pieces, about one cable's length; the shoalest part of the reef about two cables, lying in a S.S.E. and N.N.W. direction. The wind now came to W. b. N.; but, to counteract this favourable change, it was a lee tide, and a heavy sea setting right on to the reef, and neither officers nor men thought it possible, in any way, to cast her clear of the reef, and to make sail, more particularly as the yards and top-masts were down. The captain, however, gave orders to sway the fore-yard two-thirds up; and, while that was doing, to get a hawser for a spring to cast the ship by from the starboard quarter to the spare cable; while this was doing, the spare cable parted, and we had only the sheet anchor at the bows; but, as she did not drive, that was not let go. The main yard was now swayed outside the top-mast, two-thirds up the same: as the fore-yard and the spring brought on the small bower cable, people were sent on the yards to stop each yard-arm of the top-sails and courses with four or five spun-yarn stops, tied in a single bow, and to cast off and make up all the gaskets: the people were then called down, except one man to each stop, who received very particular orders to be quick in obeying the commands given them, and to be extremely cautious not to let a sail fall, un-

less that sail was particularly named: if particular attention were not paid to this order, the ship would be lost. The yards were all braced sharp up for casting from the reef, and making sail on the starboard tack. The tacks and sheets, top-sail sheets, and main and mizen-stay-sail hallyards were manned, and the spring brought to the capstan and hove in. The captain now told the people, that they were going to work for life or death; if they were attentive to his orders, and executed them properly, the ship would be saved; if not, the whole of them would be drowned in five minutes. Things being in this state of preparation, a little more of the spring was hove in; the quarter masters at the wheel and bow received their instructions. The cables were ordered to be cut, which was instantly done; but the heavy sea on the larboard bow would not let her cast that way. The probability of this had happily been foreseen. The spring broke, and her head paid round in towards the reef. The oldest seaman in the ship at that moment thought all lost. The captain, however, gave his orders very distinctly, to put the helm hard a-starboard, to sheet home the fore-top-sail,* and haul on board the fore tack, and aft fore sheet, keep all the other sails fast, square the main and mizen top-sail yards, and cross jack-yard, keep the main-yard as it was. The moment the wind came abaft the beam, he ordered the mizen-top-sail to be sheeted home, and then the helm to be put hard a-port—when the wind came nearly aft—haul on board the main-tack aft, main sheet, sheet home the main-top-sail, and brace the cross-jack-yard sharp up. When this was done (the whole of which took only two minutes to perform), the ship absolutely flew round from the reef, like a thing scared at the frightful spectacle. The quarter-master was ordered to keep her south, and the captain declared aloud, "The ship is safe." The gaff was down, to prevent its holding wind, and the try-sail was bent ready for hoisting, had it been wanted. The main and mizen-stay-sails were also ready, but were not wanted. The fore-top-mast stay-sail was hoisted before the cables were cut: thus was the ship got round in less than her own length; but, in that short distance, she altered the soundings five fathoms. And now, for the first time, I believe, was seen a ship at sea under reefed courses, and close reefed top-sails, with yards and top-masts struck. The sail all stood remarkably well; and, by this novel method, was saved a beautiful ship of the line, and five hundred and fifty souls. I cannot find any man or officer who ever saw a ship in this state before; yet all seem surprised that they should never before have thought of it. Indeed it has ever been the prevailing opinion (perhaps for want of giving the subject proper consideration), that a ship with yards and top-masts struck was completely disabled from making sail, except with the stay-sails.

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* The yards were all braced sharp up for the starboard tack; consequently, when she cast the other way, the fore-sail and fore-top-sail were set as flat a-back as they could be; and they were not altered in bringing her to her course; the way she was managed it was not necessary.

MR. EDITOR,

AS it may perhaps be satisfactory to such of your subscribers as are not in H. M.'s naval service, to be made acquainted with the respectful attention which is experienced by officers, on their application at the Admiralty for employment, I transmit a copy of the *printed* circular, which is generally sent in answer to those applications.

I am, &c. N. D.

" SIR, *Admiralty-office, 4th January*, 1813.

" I have received your letter of the 1st instant, desiring to be employed and I have communicated the same to my lords commissioners of the Admiralty. " I am, Sir,

" Your very humble servant,

" ——— ——— ———. " JOHN BARROW."

MR. EDITOR,

THE following memorial to Lord Melville, from the chaplains in the royal navy, has been in circulation amongst them, for signatures, for some weeks, and is well worthy of your attention.

TIM. WEATHERSIDE.

MY LORD,

It is with the greatest reluctance that we, the undersigned, being chaplains in H. M.'s navy, now in actual employment, and others who have served for many years, should find ourselves obliged to appear before your lordship, in the light of complainants or of supplicants; especially when we consider the advantages which have been afforded us within these few years, and of which we retain the most grateful acknowledgments.

We are, therefore, doubly concerned to perceive, that by a late act of council, bearing date the 4th of March [1812],* those advantages are unexpectedly annihilated; or, at least, so very much diminished and mutilated, as to destroy all those hopes which we had humbly entertained, of receiving from the liberality of our royal master some adequate compensation for the conscientious discharge of our duty.

We trust it will not be deemed impertinent or assuming, if we should venture, with the greatest deference, to point out to your lordship the benefit of a respectable chaplain in a man of war. We think it will be acknowledged by every commander, and by every officer in the service, who have given a full proof of their opinion, by the very pleasing attention which they have shown us in general; whilst we hope we have not wholly failed in recommending ourselves to their approbation, as well as to the approbation of the lords commissioners of the Admiralty.

It is, therefore, with the greatest surprise and concern, that we find those, who, by their services, had attained the most desirable situation afloat, in having been appointed to first and second rates, should be at

* N. C. XXVII. 257.

once curtailed of a fourth part of their pay—a circumstance, we believe, unprecedented during the lifetime or service of any public officer; or be compelled to take upon themselves the office of school-master, which many of us deem to be incompatible with that of chaplain; and which, if it were not so, would give us little or nothing for the extraordinary trouble and responsibility. Your lordship, we humbly trust, will, in this instance, perceive the hardship of obliging men, who have already served eight or ten years, or more, to continue at sea upon a stipend of 150*l.* a year, instead of their accustomed pay of 206*l.*

It appears, also, a further hardship, that, after a servitude of ten or fifteen years, or more, we should, in a manner, be forced into a retirement upon three or four shillings a-day; but to which, indeed, we are not permitted to prefer a claim, at the present period, unless we can prove our servitude at sea under a pendant, prior to, and during, the actual number of years specified in the order of council in the year 1806: whilst, by the late regulation, others are to obtain five shillings a-day after eight years service; with this proviso, indeed, that they are not, during any such period, to be possessed of any, the least, ecclesiastical preferment to which duty may be attached. We really thought we had grounds to hope, that, before any such new regulation had taken place, they who had served seven years, would, at least, have been admitted to the enjoyment of four shillings a-day, according to the order of 1806. But this has been peremptorily denied us. It seems a peculiar hardship, that only half the service of this war (that is, since the year 1803), should be allowed to those, who, in the whole, have served much longer than others who will be entitled to five shillings a-day after a service of eight years.

Our prospects were, however, somewhat cheered by the express promise contained in the late order in council, avowedly made as an inducement to gentlemen of respectability to enter into the service, "that length of service, and meritorious conduct, shall render chaplains *eligible* to all the chaplaincies of all naval establishments whatever, the disposal of which shall or may be left to the consideration of the board of Admiralty; and that *no other clergyman shall be eligible* to any of those pieces of preferment *than a navy chaplain*:—a promise, upon which the greater expectation was laid, as being apparently in concert with those principles of strict justice, so manifest in the honourable board at which your lordship presides.

But how were we mortified to find, that, by the very same order in council, a new office had been created (of the usefulness and importance of which it is indeed impossible for us to judge), and given to a gentleman, who, we believe, *has never been at sea as a naval chaplain*, and who then held, and continues to hold, a situation in the army, under the same denomination of chaplain-general. We should have felt it as a severe reproach to our own characters, upon every account, if it had not been accompanied by the appointment of another gentleman to the chaplaincy of Haslar Hospital, who had only been a few months upon the books, we believe, of a guardship at Leith, to qualify himself, as it should seem, for the denomination of a naval chaplain. There was, indeed, a precedent of the same kind,

in the disposal of the new chapel at Chatham dock-yard. But we had vainly imagined, from the late immediate promise, that actual service, or rather, that "*length of service*," would have decided claims of that nature.

In thus laying our memorial before your lordship, we have the satisfaction of knowing, that the application is made to a person totally unconnected with an act, which we cannot otherwise feel than as of the greatest severity and injustice.

Let it not be thought presumption, if we should remind your lordship of the incompetency of the clergy, in general, satisfactorily to discharge the office of school-master in a ship; who, although they may be sufficiently acquainted with mathematics, cannot be supposed adepts in the simple rules of navigation. There are parts of instruction which a clergyman may afford to the young gentlemen in a man of war; and which, many of us, if not most, have always been ready to afford, without the smallest notion of receiving any gratuity. But it will surely be thought hard, to place chaplains, who have served from ten to twenty years, under the circumstances of being questionably "*deemed proper to be continued*," or to deprive them of a very large proportion of their pay, or to deny them some suitable provision, merely because they are incapable of fulfilling duties, which, when they entered the service, they had not in contemplation.

Having ventured upon this effort, for redress of what we cannot but feel as a heavy grievance, and which we conceive to be as detrimental to the service as injurious to ourselves, we are not without sanguine hopes that your lordship will be pleased to take the subject into your consideration. And, that you will be induced to make such alterations in the late act of council as may relieve us from our present anxiety and disappointment.

With all proper submission, we would pray, that the pay of the naval chaplains may be put upon the same footing as it was previous to the late order in council: and that the office of schoolmaster may not be imposed upon them.

We would pray that, in a war of such unexpected and unhappy protraction, those of the chaplains who have completed the servitude prescribed by the order in council of 1806, may be admitted to the bounty there specified. That is to say, that they who have served seven years may at least be allowed the retirement of four shillings a-day, if their further services, many of which will be found to extend to double that term, shall be deemed undeserving of any further remuneration.

And we would pray, that these indulgencies may be granted us free from any conditions of any means of subsistence which may be derived from other sources, according to his Majesty's former gracious intentions.

We remain, with the greatest respect,

My Lord,

Your Lordship's most humble, obedient servants,

&c. &c. &c.

MR. EDITOR,

THE fate of the unfortunate Lieutenant Gamage, of H. M.'s sloop Griffon, which has so recently engaged the attention of the public at large, must by the navy be ever viewed with peculiar interest. The sons of Neptune, doomed by their profession to a rude and boisterous life, amid scenes more calculated to nurture, than to meliorate the stormy passions, have seldom witnessed a scene similar to the melancholy one now adverted to; as it has but very rarely occurred, in the naval annals of this country, that an officer of his rank has suffered the last penalty of the law; and still more rarely, if ever, for the commission of a similar offence. Whilst this may very justly be the subject of our congratulation, God forbid, that any one, from being unacquainted with the true colouring of the incidents leading to the unhappy transaction, should ever push his accusation beyond its deserts. And as the affair may frequently arise in conversation amongst naval men, I transmit the following concise narrative (which your readers may rely on for its authenticity), of the life and services of the late Lieutenant Gamage, previously to the fatal event; and a correct account of the different circumstances of the case, from the perpetration of the fatal deed, until the last sad expiation which terminated the earthly career of this unfortunate and lamented young man. These I have endeavoured to arrange, for the satisfaction of those of your readers, who may feel interested to obtain a more full and accurate statement of the case, than has appeared through the medium of the public prints. And, I trust, that the simple facts which the following narrative presents, will banish any unfavourable prepossessions from the breasts of those, who, from vague report or misrepresentation, may have entertained sentiments prejudicial to the character of the deceased, and bid them glow with emotions of compassion and regret.

Richard Steward Gamage was born at Walthamstow, in Essex, on the 29th of September, 1785. He was the second son of Captain William Dick Gamage, more than twenty years the commander of an Indiaman in the Hon. East India Company's service. His mother's maiden name was Jane Steward. Lieutenant G. was left an orphan at the early age of eight years; his father (then captain of the Belmont, E. I.) dying on the passage to England, shortly after the ship had sailed from Madras, leaving his widow, with a very moderate income, to bring up and educate four sons and two daughters. Lieutenant G. was originally intended for his father's profession, and accordingly, at 13 years of age, he entered into the E. I. Company's service, and made one voyage to India as midshipman on board the Woodford E. I. man; but on his return home, preferring the service of the royal navy, he entered on board the Goliath man of war, in January, 1801. In April following, he had the additional misfortune to lose his mother, by whose death, the care and advancement in life of himself and his younger brothers and sisters, devolved on his maternal relations.

Here, perhaps, nothing could be so satisfactory to the readers of the NAVAL CHRONICLE, as the following memorandum, which is copied,

verbatim, from the original, in Lieutenant Gamage's hand-writing, delivered into the Admiralty.

" I entered into H. M. service, on board the Goliath, in 1801; from thence I went into the Sans Pareil, and was paid off in the peace, at Plymouth. A short time before the commencement of the war, I went on board the Neptune; from thence into the Loire, where I was in the boat commanded by Lieutenant Temple at the cutting out of the Venture gun-brig from under the batteries, on the Isle of Bas; from thence I went into the Kingsfisher, and went to the West Indies in 1804, where I served, till, being left behind, I went as supernumerary on board the L'Eclair; and when in her, I jumped overboard, at 9 o'clock at night, and saved the life of a marine; we having no boat to send to him.—I went from thence into the Superieure, and was in her at the capture of a French privateer, when the captain was killed, and was mentioned in the public letter * for my conduct on that occasion. I remained in her till the year 1808, when I was made a lieutenant by Admiral Cochrane. I came home in the Galatea in January, 1809; and in April I went to China, in the St. Albans; and at the conclusion of the voyage I went on half-pay for four months. In January, 1810, I served on board the Vigo, till January, 1811; from thence into the Pompée, and in June of the present year [1812] I came on board the Griffon.†

" R. S. GAMAGE."

The foregoing lines form a short but accurate account of the life and services of Lieutenant G. previously to, and until the period of his entering on board the fatal ship (the Griffon), which was destined to be the scene of the tragical events I am about to relate. As the subsequent part of this narrative has been furnished by a gentleman, who had no other motive for its delineation, than an anxious desire to preserve the memory of a departed friend from calumny and misrepresentation, it is hoped that the following observations on the character of the deceased will not be deemed wholly irrelevant: they will sufficiently evince, that this fatal exception to his characteristic lenity, resulted from the impetus of a moment, and not from any predisposition of habitual feeling.

The general tenour of Lieutenant Gamage's conduct, as first lieutenant of the Griffon, was so mild, so forbearing to those under his command, that he secured the affection of the meanest individual. The degree of affection evinced by the ship's company was so fully shewn, in their representation to the court martial, and their subsequent petition to the Regent, that it demands no other evidence, to stamp him a humane and benevolent officer. As a messmate, and as a gentleman, he possessed every qualification to render such a character the object of estimation: he was gentle, friendly, and sincere, abounding in social virtues. The morning of the 20th of October was unmarked by any peculiar event. The forenoon

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* In the Gazette his name was by mistake spelt Gumage.

† As first lieutenant.

passed with the usual chain of occurrences; and on the officers meeting together in the gun-room, when the ship's company were piped to dinner, Lieut. G. took his seat with his accustomed smile of good humour and complacency. The crew were turned up at one o'clock, when he went on deck to carry on the public duties of his station. About half-past one, the officers below were roused by a fearful and sudden cry on deck. A hurried footstep immediately descended the companion ladder, and they were struck with dismay, at the intelligence, that, "Gamage had stabbed the serjeant."—They instantly flew on deck, and found the serjeant lying near the main-mast, surrounded by a crowd of sailors. His countenance bespoke approaching dissolution, and in a few minutes he expired. The body was conveyed below. Words cannot express the dreadful and torturing emotions, which at that awful moment racked the heart of Lieut. Gamage—he remained fixed to the spot, and gazing, in all the agony of unutterable grief on the terrific scene before him, whilst in his attitude and countenance, the terrible conflict of contending passions, the yearnings of pity and remorse, which swelled his bosom almost to bursting, were depicted in the strongest manner—

> ——————"He stood,
> Pierc'd by severe amazement, hating life,
> Speechless, and fixed in all the death of woe."

When he recovered himself sufficiently to speak, he called the ship's company together, expressed his deep contrition at the rash act he had committed, and surrendered himself to justice, by giving the command to the second lieutenant.

The circumstances which gave rise to the fatal quarrel, have already been before the public; and as they were most fully and feelingly stated in the Defence of Lieut. G. on his trial,* I shall not here enter into their detail. I trust, however, your readers will excuse the insertion of a summary of the transactions which occasioned the distressing catastrophe, as it is necessary to connect the chain of narrative.

From the evidence, as delivered on oath before the court martial, it appeared that the deceased, Serjeant Lake, had behaved in the most violent and disorderly manner, by threatening to beat the carpenter of the ship, his superior officer, who accordingly lodged a complaint with Lieut. Gamage, then commanding on board, in the temporary absence of the captain; who, after weighing the circumstances, sent for the serjeant, and ordered him to walk the quarter-deck, with a shouldered musket, as a slight and summary punishment, to which he was induced by a prepossession in favour of the serjeant, and a consequent wish, to preserve him from degradation, and severe corporal punishment; which must have been the result, if the steps authorized by the service, had been strictly adopted. This order the serjeant in a peremptory and insulting manner, repeatedly refused to obey. What temper, however stoical, could withstand so flagrant a breach of all rules of discipline, in the eyes of a whole ship's com-

* N. C. XXVIII. 501, *et seq.*

pany? Mr. Gamage became violently enraged, and ran below for his sword, certainly not with any intent to use it fatally, but to intimidate, and enforce an obedience to his orders. When he came again on deck, which was instantaneously, the serjeant had so far complied as to hold the musket in his hand; Mr. Gamage struck the musket with his sword, expressed his indignation at the subversive conduct of the serjeant, and ordered him to walk about. He shouldered arms, and appeared to comply, upon which Lieut. G. *returned his sword to its sheath, and was in the act of walking away*, when, in the same instant, the serjeant threw the musket down, and, with a loud oath, asserted his determination to persist in his disobedience. Lieut. G. became infuriated again, drew his sword, and made a short thrust. The consequence was fatal. The sword, taking an upward direction, entered into the body of the unfortunate serjeant, and occasioned his almost immediate death!

During the professional examination of the body of the deceased, Lieut. Gamage remained in the captain's cabin, in great mental perturbation: As soon as this mournful task was concluded, a brother officer joined him in the captain's cabin. Lieut. G. instantly seized him by the hand, and in the most pathetic terms, expressed his sorrow and regret at the fate of the unhappy victim of his wrath, whilst in his expressive countenance, which was ever the semblance of what passed within, the agony of his mind was most feelingly pourtrayed.

On perusing the foregoing statement of facts, every unprejudiced mind will, it is hoped, acquit the unfortunate Gamage of that intentional and premeditated guilt, which alone marks the odium and enormity of crime. It is the evident malice a-forethought, which distinctly draws the line of demarcation, between the hapless homicidiary and the designing murderer; and that the unhappy subject of this narrative had no rancour in his breast against the serjeant, is sufficiently demonstrable from his having frequently conferred benefits upon him, and from the very order itself, the disobedience of which brought on the dire event, being one of intended mercy: and though the laws of his country doomed him to die, an awful example to those in similar situations to hold in restraint their inordinate passions, every eye must pay the tribute of feeling to his many eminent virtues, for the arm of justice never, perhaps, struck an individual less morally culpable, than the hapless, the unfortunate Gamage. In the interval, which took place between the commission of the offence, and the assembling of the court martial, he suffered much from the deepest sensations of regret: yet his sleep was calm and undisturbed, and when he awoke to the recollection of his miseries, the dread event appeared in retrospect, but as a dream of the perturbed imagination—No fears of punishment for himself, shook the firm determination of his mind; but the regrets arising from the sudden and dreadful death of the unhappy Lake, harassed his bosom with all the horrors of unextinguishable woe.—

> "High minds of native pride and force
> Most deeply feel thy pangs, Remorse!
> Fear, for their scourge, mean villains have;
> Thou art the torturer of the brave!"

The court was assembled on the 27th of October, and, assured of the general sympathy he attracted, he appeared before it with a dignified composure, equally remote from confidence or dismay. When the prosecution was closed, which was conducted under an Admiralty order, by Captain Trollope, of the Griffon, who on this occasion, as well as during the whole affair, behaved with the greatest delicacy and attention, Lieut. Gamage was called upon for his defence, which he read himself.* The affecting manner of his delivering that appeal to the feelings of the court, frequently broken by excess of agitation, had its full force; and he ended amidst an universal burst of sympathy. The evidence in support of the defence was soon gone through, and the court cleared, the spectators waiting in anxious suspense the decision of the tribunal. Evening approached, before his judges had decided on his fate: when it was announced that the court was ready to pronounce sentence, he shewed some agitation, and taking a friend by the hand, exclaimed, "Now—now," intimating that he should then know his destiny. On re-entering the court, the distressing result of its deliberations was too evidently depicted in the mournful expression which marked the features of every member. Amidst a profound silence, and in a low and tremulous tone of voice, the judge-advocate pronounced the awful sentence of—Death. Lieutenant G. heard no more; he fell into the arms of a friend, and was carried from the court in a state of insensibility, whilst the ejaculations of, "God bless him," resounded from every mouth. The sentence was accompanied by an earnest recommendation of the court to mercy, and every exertion was made for his preservation. The ship's company of the Griffon petitioned the Regent, as a further proof of their affection; and his friends and relations were most zealously employed in exerting every possible interest in his behalf. The affair was the subject of long and frequent deliberation with the lords of the Admiralty, and by them was referred for the opinion of the law officers of the crown.

Whilst these events took place, occupying the space of three weeks, a sad period of corroding sorrow and suspense to the unhappy G. his health began visibly to decline; and his countenance, from being healthy and cheerful, assumed a distracted and grief-worn appearance. He spoke but seldom, and when he did, it was ever on the subjects which continually preyed upon his mind—the affliction of his friends and family, and the fate of the unhappy Lake. Being acquainted with the great exertions which were making to procure a mitigation of the sentence, he could not but indulge for some time in a glimmering of hope; but, unseduced by its flattering dictates, he continued to prepare himself, by the sacred duties of religion, for the worst possible result. He was attended by a learned and pious clergyman, Mr. Elliott, chaplain of the Royal Oak, whose faithful ministry, greatly contributed, under the blessing of God, to establish that serenity of mind, which ultimately he so happily enjoyed.

At length the fatal warrant for his execution arrived, and the dread intelligence was unfolded to him, in the tenderest manner, by Captain

* N.C. XXVIII. p. 501.

Trollope. He seemed greatly shocked! and a sad conflict took place within his then agitated bosom. The ties which bind us to existence, are made, for the wisest purposes, of the most powerful texture, and dreadful must that struggle be which bursts their force—

> " For who, to dull forgetfulness a prey,
> This pleasing anxious being e'er resign'd;
> Left the warm precincts of the chearful day,
> Nor cast one longing, lingering look behind?"

The combat in the breast of the unfortunate Gamage was severe, but short; the bright beams of religion soon dissipated the gloom of despair, and pointed to felicity beyond the grave; warmed and supported by that assurance, he quickly attained a heavenly composure of mind, which, with unshaken intrepidity, he maintained unto the last. His temporal affairs were soon arranged, and the intervals of his religious exercises he occupied in writing to his friends his dying benedictions: he frequently conversed on his latter end in a calm and collected manner, and as a mark of his feelings towards the unhappy author of his woes, he requested that he might be interred by his side.* On the evening of Thursday, the 19th of November, the nature of his destiny was first intimated to him, and the succeeding Monday was appointed for his execution. As the time drew near, he evinced no symptoms of alarm or dismay; but his fortitude and resignation seemed to accumulate with every hour. Though his mental energies thus encreased, he became so debilitated in body as to find some difficulty in supporting himself. On Sunday night he sent for several of the ship's company, and in pathetic terms expressed his gratitude for the affection they had shewn towards him, and bade them a final adieu. The poor fellows, melted by his appearance and manner, shed abundance of tears, and spreading the affecting tale amongst their messmates, the whole ship presented but one scene of commiseration and distress. The residue of the night was spent in serious preparation for his awful and now near approaching change: about one in the morning he fell into a deep sleep, which continued tranquil and unbroken until six: he then arose, and dressed in black, which was deemed more suitable than uniform on this most sad and solemn occasion.

The time from six until nine was employed in earnest devotion. At nine a gun was fired, and the signal for punishment hoisted at the fore-top-gallant-mast head. When this took place, his countenance betrayed no alarm, no anxiety, but a heavenly serenity beamed in every feature—he exclaimed to a friend, " Feel me, I do not tremble, death has now no terrors for me; God is with me! my Saviour is with me!" These ejaculations he frequently repeated. As the boats assembled, the hum of voices, and the noise of oars, were distinctly heard in his cabin: they produced no agitation; he looked at the clergyman, and said, " I would now say with my Saviour, in the garden of Gethsemane, " If it were possible, that this cup depart from me, but not my will, but thine be done, O Lord!" At a quarter after nine, he was joined in fervent prayer by the officers of the

* This request was complied with.

ship, who assembled for that purpose in the gun-room; he then partook of some warm wine, and again retired to his cabin; at a quarter before ten, he heard the dreadful annunciation of, "*Readiness;*" without the alteration of a single feature, he replied, "I am prepared, my Saviour is with me:" he then ascended the companion ladder, and proceeded along the deck, with a slow but steady step, to the foot of the platform; he there leaned, for a short time, on the shoulder of a friend, looked earnestly on the ship's company, and said, "See how a christian can die." He then mounted the forecastle, surveyed with a scrutinizing eye the fatal apparatus, expressed a hope that all was right, and gave some directions to the provost marshal—he requested permission to look around him, and take his farewell of the sun, which now shone with much brilliancy; his face was covered, he gave his last adieu; the appointed signal was given, and the ill-fated Gamage was hurried into eternity.

Thus died this unfortunate and lamented young man, whose many virtues and excellencies of heart entitled him to a better fate in this world; whose sincere repentance, through the merits of his Redeemer, has, it is sincerely hoped and believed, secured him eternal happiness in the next; and whose memory will ever be cherished by his friends, and all who knew him, as a high example of honour and integrity in prosperity, of piety and resignation in adversity, and of magnanimous intrepidity in death.

* * * *

*** We understand that Lieutenant Gamage's three brothers are living; but, unfortunately, they were all abroad, in the service of their country, and that of the East India Company, at the time of the court martial; and, from Lieutenant Gamage's delaying to write *immediately* to his friends, he was put on his trial without any legal advice, or the assistance of any relation or friend, except that of his brother officers.

The reader is requested to mark the following *errata*, which originated in the inaccuracy of the copy which we received, in the defence of Lieutenant Gamage, in the preceding volume of the NAVAL CHRONICLE.

Pape 501, line 14th. For *the fever of a young man*, read, *a fever of agony.*

Line 25. For *consummate*, read *contumacious.*

Page 502, line 17. For *demure* countenance, read, *demeanour of the* countenance.

Line 30. For *that* like a flash, read, *shot* like a flash.

Page 503. For Captain *Rushbrooke*, read Captain *Edward* Rush*worth.*

Line 22. *Another officer* in the court.—This was *Captain Austen*, of the Elephant, late of *the St. Alban's*, in Lieut. G.'s voyage to China.

Line 40. For *awakened to its guilt*, read, *void of the offence of a wilful guilt.*

Page 504, line 6. For *proved*, read *poured.*

GENERAL MARITIME FORCE OF EUROPE.

THE subjoined estimate will, it is believed, be found to present a tolerably correct view of the naval force of the respective powers to which it relates:—

BRITISH NAVY.

Abstract of the British naval force up to the 1st of January, 1813:—At sea, 79 ships of the line; nine from 50 to 44 guns; 122 frigates; 77 sloops and yachts; four bombs, &c.; 161 brigs; 54 cutters; 52 schooners, &c. In port and fitting—39 of the line; 11 from 50 to 44 guns; 29 frigates: 18 sloops; four bombs, &c.; 36 brigs; six cutters; 11 schooners, &c. Hospital-ships, prison-ships, &c.—28 of the line; 2 from 50 to 44; two frigates; one yacht.—Ordinary and repairing for service, 77 of the line; 10 from 50 to 44 guns; 70 frigates; 37 sloops; three bombs; 11 brigs; one cutter; two schooners.—Building, 29 of the line; four from 50 to 44 guns; 15 frigates; five sloops, &c.; three brigs.

Total at sea	538
—— in commission	740
—— building, repairing, and in ordinary	267
Grand Total	1,545

RUSSIAN NAVY.

The navy has long been an object of peculiar attention in Russia; and, during the reign of the Emperor Alexander, a number of important alterations and improvements have been made in the sea-service.

The mode of balloting for the promotion of officers, introduced by Peter the First, has been modified by an ordinance which limits it to the ranks from lieutenant to rear-admiral. By this alteration the minister has acquired the means of recompensing extraordinary merit.

A school for pilots has been created, and their condition on board has been meliorated; that of the sailors has also been greatly improved. They are divided into two classes; that of recruits, and that of men who have already served. For recruiting, those provincial governments are selected which have many lakes, great rivers, or which border on the sea. The age of recruits was fixed at twenty-five years; but since 1803, boys from twelve to twenty, are received in the provinces of the Baltic.

The number of marines on board has been diminished, and that of sailors augmented. The corps of marine cadets has undergone several improvements. Much attention has been paid to the construction of ships after models from England. The Admiralty is engaged in procuring translations into the Russian language, of the best works on the nautical art, and in the compilation of manuals for learners. The emperor has approved of a committee for drawing up a system of nautical sciences;

and very considerable progress has been made in the work. The Marine Geography has been some time published. The organization of the Admiralty has been simplified, and the officers and sailors have received permission to enter into the merchant service when their services in the Imperial navy can be dispensed with.

The port of Kronstadt, which is the centre of the Baltic fleet, has been improved. At Revel, the old harbour is left for commerce, and a new one is constructing for twenty-five ships of the line. This port, as well as Riga, has been strongly fortified on the land side, since the invasion of Russia by the French. On the Black Sea, ships of war are constructed at Kerson and Nicolaief, fitted out at Otshakoff, and stationed at Achtiar or Sebastopol. Ships of the line lie in safety in the road of Odessa. There are usually four admirals under the minister of marine, who have the inspection of the naval ports.

The following is an abstract of a late report made by the Russian minister of marine, of the amount and disposition of the Imperial navy :—

1st, The great fleet of the Baltic, consisting of 59 vessels, and carrying 2,260 guns, *viz.*

20	ships of the line	1,518 guns
14	frigates	426
6	cutters	130
19	smaller vessels	116

2d, Baltic galley fleet, 41 sail, 705 guns, *viz.*

20	galleys	220 guns
25	batteries	160
81	gun-boats	162
63	yawls	163

3d, Black Sea fleet, 41 sail, 1,225 guns—

12	ships of the line	918 guns
4	frigates	162
7	brigs	54
18	small armed vessels	91

4th, Rowing fleet of the Black Sea, 40 gun-boats, carrying 52 guns, and 80 falconets.

5th, The flotilla in the Caspian Sea, 6 vessels, carrying 70 guns.

6th, The flotilla of Ochozk, on the coast of Siberia, 11 vessels, carrying 36 guns.

7th, At sea, 11 * ships of the line, carrying 70 guns, the precise stations of which are not mentioned, neither are the smaller vessels particularized.

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* The Russian fleet, consisting of nine sail of the line, and one frigate, under Admiral Seniavin, in the Tagus, and subsequently sent to England by Admiral Sir C. Cotton, is probably part of the ships here stated to be "at sea," yet it is not easy to reconcile this conjecture with the aggregate number of guns on board eleven ships of the line.—*Vide* N. C. XX. 245, 246, 364, 367; XXI. 234 to 242; XXVII. 386.

8th, Building, 10 sail of the line.

Total—53 sail of the line; 34 frigates; 59 cutters, brigs, &c.; smaller vessels 226, carrying in all 4,428 pieces of cannon.

In this estimate are included imperial ships of every class and condition, from a first-rate to a gun-brig; those that are building, under repair, and laid up in ordinary as unserviceable, as well as those that are in commission and fit for immediate service. Several of the ships that remain in the Baltic, and, we have heard, all that were under the command of Admiral Seniavin, in the Tagus, and which were by convention delivered up to Admiral Sir C. Cotton, and by him sent to England, to remain as a deposit, are fit only for condemnation. The fleet that arrived at Chatham, about the middle of December, 1812,* are in a state of efficiency. With such repairs as might be deemed requisite, and the transfer of a competent number of hands from the smaller vessels, Russia might have in a few weeks 36 sail of the line, and 23 frigates, ready for sea, and fit for service on any station, *viz.*

At Chatham	15 sail of the line	6 frigates
In the Baltic	11	7
In the Black Sea	10	10
	—36	—23

SWEDISH NAVY.

The Swedish fleet consists of 12 sail of the line, eight frigates, besides cutters, gun-boats, &c. and there are two ships of the line and three frigates building.

NAVY OF PORTUGAL.

The Portuguese were, at one period, esteemed the most adventurous and scientific navigators in the world, and their navy formidable; but the incursions of the French, which have desolated the Peninsula, and forced the antient family of Braganza to seek an asylum in their trans-atlantic dominions, have proved equally injurious to the fleet and maritime interests of our faithful and antient ally.† The subjoined is the latest and most correct list of the navy of Portugal that we have been able to procure:—

AT BRAZIL.

Names.	*Guns.*	*Names.*	*Guns.*
Principe Real	84	Minerva	44
Rainha de Portugal	74	Golfinho	36
Conde Henrique	74	Urania	32

* *Vide* page 11.

† N. C. XVIII. 330, 496, 505; XIX. 259, 322; XX. 241, 363; XXI. 66, 234, 298, 377, 463; XXII. 34, 74, 155; XXIII. 309; XXIV. 265, 472; XXV. 238, 242, 307; XXVII. 363 to 388.

Ships.	Guns.	Ships.	Guns.
Medusa	74	Voador	22
Alfonso de Albuquerque	64	Vingonea	20
D' Joso de Castro	64	Le Bre	22
Principe de Brazil	74	Escuna Cunoza	12
Martin de Freitos	64		

IN THE PORT OF LISBON.

St. Sebastian	In want of great repair.
Maria Prima	Ditto.
Vasco de Gama	In bad condition.
Princessa de Brisa	Fit only for condemnation.
Fenix	Wants repair.
Amazon	Ditto.
Perola	Ditto.
Tritico	Very bad.
Venus	The same.

FRENCH NAVY.

	Line.	Fr.		Line.	Fr.
In the Texel	9	4	Fitting and building	1	4
In the Scheldt	19	14		9	1
Other Dutch ports	1	6		3	2
Cherbourg	2	5		2	2
Brest	5	6		2	1
L'Orient	1	1		2	2
Rochfort	5	3		5	2
Toulon	18	14		3	0
In the minor ports of France	0	2		0	4
Genoa	1	1		0	2
Naples	1	2		1	3
Venice	3	3		4	3
Making a total of	65	61		32	26

Ready for sea, and in such a state of forwardness, that in the course of the present year we shall have opposed to us under French colours a numerical force of 97 sail of the line, and 87 frigates; but even the ships which are pretended to be ready for a start, particularly those in the Scheldt, are very badly manned, an evil for which the enemy does not possess any practicable remedy.

DANISH NAVY.

By the * capitulation of Copenhagen, Sept. 7, 1807, 18 ships of the line, 15 frigates, six brigs, and 25 gun-boats, were delivered up to his Majes-

* N. C. XVIII. 221 to 224; 228 to 235; 247 to 266; 331; 429 to 431; XIX. 66, 67, 68, 71, 146, 185, 191, 246, 247, 248, 335, 492; XXVI. 445 to 449.

ty's forces, and all, we believe, were brought to England. In the interval the Danes have not made much progress in regenerating their navy, their maritime operations being carried on wholly by flotillas of gun-brigs, which carry heavy metal, are well manned, manœuvred, and well fought; and in a calm are formidable even to ships of war. The present naval force of Denmark consists of four ships of the line, two frigates, and about 120 gun-boats. There are two ships of the line, and three frigates on the stocks, but owing to the annihilation of commerce, and the embarrassments of the government, scarcely any progress is made in the construction of them.

NAVAL FORCE OF THE UNITED STATES OF AMERICA, NOVEMBER 1, 1812.

FRIGATES.

Ships.	*Rated.*	*Mounting.*	*Commanders.*
Constitution	44	58	Captain Hull
United States	44	58	——— Decatur
President	44	58	Commodore Rodgers
Chesapeake	36	44	Ordinary
New York	36	44	Ditto
Constellation	36	44	Captain Bainbridge
Congress	36	44	——— Smith
Boston	32	—	Ordinary
Essex	32	—	Captain Porter.

CORVETTES.

John Adams	—	—	Prison ship

SLOOPS, CALLED BY THE AMERICANS SHIPS OF WAR.

* Wasp	16	18	Captain Jones
Hornet	16	18	——— Lawrence

BRIGS.

Syren	16	—	Lieutenant Carrol
Argus	16	—	———
Oneida	16	—	Lieutenant Walsey

SCHOONERS.

Vixen	12	—	Lieutenant Godsden
Enterprize	12	—	——— Blakeley
Viper	12	—	——— Bainbridge

GUN-BOATS.

170 stationed at New Orleans.

BOMBS.

Vengeance, Ætna, Vesuvius, and Spitfire.

* The Wasp was captured on the 18th of October, by H. M. S. Poictiers, Captain Beresford, and carried into Bermuda.—*Vide* Letters on Service, in subsequent pages.

The subjoined table of the comparative dimensions of British and American ships, will enable the reader to appreciate the heroism with which our officers and seamen have defended themselves in the recent actions with our trans-atlantic descendants.

Name.	*Rate.*	*Length on gun-deck.*	*Breadth for tonnage.*		*Tons.*	
		Ft.	*Ft.*	*In.*		
President Constitution United States	44	180	45	10	1630	
Acasta	40	154	40	5	1127	This is the largest frigate we have on the American station.
Arethusa	38	141½	39	½	248	
Tigre	50	151	41	0	1114	
Africa	64	160-10	44	9	1415	Admiral Sawyer's ship.
Average of 12.	64	159-6	44	5	1383	
Dragon.....	74	178	48	0	1798	This is an extraordinary large 74, built by Sir W. Rule, 1798.
Average of 12.	74	171-3	47	7	1628	
Atlas	98	177-6	50	2	1950	
Average of 12.	98	177-6	50	3	1938	
Britannia	110	178	52	½	2091	

By this table it will be seen, that these American *frigates* are longer even than an English first-rate; that they are longer than, and of nearly equal tonnage with, our modern large seventy-fours, and of greater tonnage than our old seventy-fours; that they are longer, broader, and of greater tonnage than any of our sixty-fours; and that they exceed in tonnage our fifties, in the proportion of nearly three to two; and our thirty-eight in the proportion of seven to four. Is not the term frigate most violently perverted, when applied to such vessels?—As well might we call the Ville de Paris a fifty, or the Caledonia a sixty-four; or as well might we call the one a jolly-boat and the other a yawl.

These frigates carry long 24-pounders on the main-deck, when even the largest first-rates in our service carry on the main-deck only long eighteens. Their quarter-deck and forecastle guns are 44-pound carronades; and no vessel of any description in our navy carries on either of these decks a heavier gun than a 32. Now, the vast superiority a ship derives from heavy metal, was pretty well illustrated by Sir H. Trollope's action last war, in which that celebrated officer was able to beat off a French *squadron*, in consequence of his ship (the Glatton) carrying carronades.*

To all these advantages, we must add the consideration of the numbers of their crews. The complement of an English 74 is 500 men, but seldom is there on board, even on the home stations, more than from 460 to 480 men, and of these generally about 30 are foreigners, and about 60 are boys. The United States, in the recent engagement with the Macedonian,

* N.C. XVIII. 357.

had a complement of 478 men; that is, 12 less than the *nominal* complement of our 74's, and at least equal to the number that any 74 actually has on board. But a consideration of by far greater consequence than the quantity of men is their quality. From the extended state of the British navy, it is impracticable to man our fleets entirely with seamen. About 6-7ths of every ship's company are landmen; and thus, in a 74, there are seldom more than 70 hands that can be put upon the forecastle, or rated as able seamen. Now the Americans, having but few national vessels, are able to man their ships not only entirely with *sailors*, but with picked, choice sailors; and they have been but too successful in enticing some of our ablest hands to become their petty officers.

HYDROGRAPHY, PILOTAGE, &c.

BRITAIN.

THAMES RIVER.

THE Whitaker beacon is broken away; but the buoy still remains in its usual situation, and will serve as a guide to navigation until another beacon can be placed. (*Trinity-house*, 25th November, 1812.)

A red buoy, with a staff and triangle vane on it, is placed on the Whitaker Sand, where the buoy formerly laid, in three fathoms at low water, with the following compass bearings, *viz.*

The black buoy on the west end of the middle	S. b. W. ½ W.
A small building at the entrance of Maldon River (commonly called Bradwell Chapel)	N. W. b. N.
Maplin Beacon	S. W. ¼ W.

(*Trinity-house*, 4th December, 1812.)

PLYMOUTH.

PURSUANT to the directions of the lords commissioners of the Admiralty, a Light Vessel is now fitting, and will shortly be moored near the western extremity of the intended breakwater now constructing in Plymouth Sound, in which vessel two lights will be exhibited, placed horizontally on a yard, 26 feet asunder, and 12 feet above the level of the sea. Masters and pilots are to observe, that all vessels coming into Plymouth Sound must keep the light vessel so moored on the starboard hand, which will take them clear of the breakwater, and to the westward of the Panther and Knap, which will bear by compass about S.W. from the light. Farther particulars will be advertised as soon as the vessel is moored. (*Trinity-house*, 24th December, 1812.)

BALTIC.

A NOTICE has recently appeared in the Swedish papers, that "it having been found expedient to erect two coal lights, without the entrance to

Carlskrona, which will be lighted as soon as possible; all mariners, navigating those parts, are informed thereof, that in case they should perceive such lights, they may not be misled by the same, but mark them as being the lights thus about to be erected in the out-rocks."

TRANSLATION of a letter from Captain Leonty Spafarief, in the service of his Imperial Majesty, and director of all the Russian light-houses in the gulf of Finland and Baltic Sea, to Mr. John Booker, British vice-consul at Cronstadt.

"SIR. I think it truly necessary to inform you of the following alterations made in the Light-houses of the Baltic and Gulf of Finland, during the last five years.

1st. Somers, in the Gulf.—A light-house has been erected on the Island of Somers, the light of which is 80 feet above the level of the water.

2d. Nerva and Rodscar.—On the Islands Nerva and Rodscar, beacons have been erected, on account of the lowness and smallness of these islands, to warn mariners of their danger.

3d. Eckholm.—A light-house has been erected on the island called Eckholm, opposite the Bay of Maunkerwick, the light of which is 85 feet above the level of the water.

4th. Reval or Revel.—A light-house has been erected at Revel, close to the hill of Catharine-dahl, and is constructed in such a manner that it can only be discovered when the fair water is perfectly open to any ship wishing to enter: that is to say, on coming from the eastward, it opens itself at the 2d degree, and is shut again at the 14th. By this mean, a vessel, in case of need, may run with safety into Revel Road at any time of the night. The height of the light is 140 feet above the level of the water.

5th. Falsund, on the western side of Oesel.—A number of ships having been lost about the Island of Oesel, from want of an object to distinguish the place, a light-house has been erected on the Island of Falsund, which lies on the western side of the Island of Oesel, and almost half-way between the light-houses of Dagerort and of Zerlsk, or Swarterort, on the south end of the Island Oesel. There are two separate lights placed on the light-house in Falsund, one directly above the other; the upper being a revolving light, 110 feet above the level of the water, and visible only at intervals of half a minute: the lower light is 26 feet beneath the revolving light, and remains always fixed. The great use of this light will be readily appreciated by every seaman accustomed to the navigation of these seas.

It is very much my wish that you would be good enough to request all mariners belonging to your country, in case the lights should be bad or dim, that they would write you immediately on the subject; stating, not only the day of the month, but the hour of the night, they found the lights neglected, as the attendants have their regular hours of watching them; and, without noting the hour, the person cannot be discovered. I also request that, should any mariner, of experience, make any remarks on the position of the light-houses, or mention any point, where a new light-house could be erected, with advantage to navigation, that you will immediately acquaint me with the same, as all improvements of this nature are the fruits of experience.

(Signed) LEONTY SPAFARIEFF."

SOUTHERN OCEAN.

To those engaged in the South Whale Fishery, we have the pleasure to announce the discovery of a new island, in latitude of about 54° S. which in compliment to the governor of the British possessions of Austral Asia, has been called Macquarrie's island. It has opened an additional and fruitful field to adventurers in the seal fishery, and the enterprises of those individuals who prosecuted the fishery of Macquarrie's island, has been abundantly rewarded.

CHINA.

EXTRACT from a book of nautical remarks (MSS.) by Captain George Byng, R.N.*

" Tong-hoo Cove, (into which the ship Boddam was carried by a Macao pilot in a *Tay-foong*, after having lost her masts, bowsprit, and rudder, &c. in the Chinese seas) is situated on the eastern side of an island bearing the same name; and is about 15 or 16 miles S.E. from Macao. It appears to be a very good place of shelter to run for after the loss of anchors, when it may not be thought advisable to go to sea; as a ship may be secured there with a kedge alone, or may take the ground and be made fast to rocks by hawsers: the bottom is a very stiff mud all over. I would advise keeping within ½ a cable's length from the larboard shore going in, as there are several rocks above water, and (according to the Chinese) some under water on the starboard hand. The depth will just permit a ship drawing 21 or 22 feet water to run far enough to be perfectly sheltered from the weather when she touches the ground abreast of several large rocks upon the starboard hand that are not quite covered at high-water, and are very plain at any other time of tide. The Boddam lay abreast of them at about 130 yards distance: they are steep to the land, and each side of the cove is very high from the water side; the point on which the fort stands is also steep, and surrounded with rocks: there is, however, a small bight, with a fine white sandy beach, which is very easily seen, just within the fort point, and where boats may land at all times in safety. At the head of the cove is a pleasing valley, and small village, with several plantations of yams, plantain trees, &c.; this valley is also bounded by a sandy beach; and there is also a very fine stream of fresh water. Although the plan † be

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* Since become, Lord Viscount Torrington, by the decease of his uncle and of his father, within a very brief period. It is purposed to give a biographical memoir of the first peer of this distinguished naval family.

† The conductor of the NAVAL CHRONICLE regrets that its actual establishment cannot afford sufficient scope to this specific department of the work for the publication of the plan referred to in the above memoir, as well as of many other valuable charts by which this interesting contribution has been accompanied. It remains for the members of the profession to whose use this Chronicle is dedicated, to manifest that encreasing disposition to encourage such exertions as can alone warrant the proprietor in extending his arrangements, so as to render the scientific branch of still greater importance. It is not for want of original

not so accurate as could be wished, from the want of a correct base line, and a third point of angles, yet it is sufficiently so for a ship to run by, keeping over on the larboard shore. The natives say there is a sunken rock off the N.E. point; but which we had not any opportunity of ascertaining. The Crescent passed between it, and the Boddam without; neither of the ships above 40 fathoms from it. I am not certain what water the Crescent had: we drew, however, 16 feet; when on the outside we had 8 or 9 fathoms. It is laid down to the best of my judgment: when the head of the cove bears S.W. b. W. you have it clear to the westward. Off the S.E. point of the island there is a reef, the rocks of which are mostly all in sight at every time of tide: they are about 3 or 4 cable's lengths S.E. from the entrance of the cove, and the tide seems to set-in upon them with great strength. The tide rises 9 or 10 feet; and it is high-water about 5½ hours at full and change of ☾. The breadth of the cove at the entrance is about 300 yards; and where the Boddam lay is about 400 yards. A small ship might heave down along-side some of the rocks, and undergo a repair with safety. The tide rises without any current, almost imperceptibly, and the shelter is so good it is impossible there can be any sea. The Crescent, who was in company with us when the Tay-foong came on, ran round the S.E. point, and anchored off the W. end of the island; where they had good holding ground, and (while the wind continued northerly and westerly) tolerably smooth water.

" The principal island bears from

Ay-chao and Sam-van in one with each other	E. 1° N. to E. 7° N.
Sin-tin (or Rat island)	E. 10° N. — E. 15° N.
Tay-chuk-chao	E. 27° N. — E. 33° N.
Reef, or rocks	E. 30° N. — E. 35° N.
Las-sam-mee	E. 43° N. — E. 51° N.
Lin-ton, peak	N. 40° E.
Sam-cok	N. 2° W. to N. 8° W.
Tay-li-chao	N. 11¼ W. — N. 17° W.
Macao, 5 or 6 leagues	N. 40° W.
Tong-hoo, extremities	N. 45° W. — S. 20° E.
The Cove, head	W. 20° S."

The same is described in Horsburgh's Directions as follows:—

" Tong-hou island, which lies 4 or 5 miles directly N. from the gut that separates the great from the little Ladrone, has, on the N.E. side, a cove

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materials, but from a discreet regard to preserve variety in the choice of matter, that the head of Hydrography is limited to the customary number of pages in each volume; and that the publication of charts or plans is seldom allowed to exceed the proportion of one-sixth of the aggregate embellishments. It would be highly desirable to obtain a communication from the patrons of the NAVAL CHRONICLE, of their respective sentiments and wishes upon this point.—HYDROGRAPHER.)

where a ship might be sheltered from a Tay-foong. The Boddam, after being disabled by the loss of masts and rudder during a Tay-foong, and having fixed temporary ones, was proceeding towards the river, when the pilot perceiving another Tay-foong coming on, run her into Tong-hou cove. She drew 10½ feet water, and remained in perfect safety during a violent storm. The cove is about 400 yards wide, with 24 feet water in the entrance; 17 and 18 feet well inside at low-water spring-tides, the bottom all soft mud. Here a ship may lie with a kedge-anchor, or be run into the mud without any risk if she has none: the tide rises 9 feet; that it is high-water about 6½ hours on full and change of moon: outside, the flood sets N.N. and the ebb S.E. pretty strong; but there is scarcely a drain in the cove. On each side the land is steep from the water's edge, terminating in a valley at the head of the cove, where there are a sandy beach and plantain trees. Good water may be gotten here, also beef, fish, poultry, and some fruit; being the chief *rendezvous* of the fishing boats in bad weather, or a place of refuge from the Ladrones [pirates]: it is protected by a fort on the N.W. point of the entrance. The rocks that lie along the N.W. side of the cove have 12 feet, muddy bottom, within 3 or 4 yards of them. In steering for the entrance of the cove a sunken rock must have a berth, which lies in about 6 fathoms water, and 1½ cable's length from the fort point N.Eastward: when the head of the cove bears S.W. b. W. the rock will be left to the N.Westward. Having brought the cove fairly open, bearing S.W. b. W. steer for the point on the S.E. side of the entrance, and pass it within ½ a cable's length, because the N.W. point where the fort is built is encompassed by rocks. There is also a reef of rocks about 2 or 3 cable's lengths S.E. of the cove's entrance, which stretch out between 1 and 2 cable's lengths from the S.E. part of the island: these are mostly all in sight at high-water, consequently easily avoided by steering from the offing directly for the S.E. point of the entrance, as directed above.

"From the entrance of Tong-hou cove*

Ay-chao and Sam-oan islands in one, bear	E. 1½° N. to E. 7° N.
Ling-ting	E. 10° N. — E. 15° N.
Lan-toa, peak	N. 40° E.
Ling-ting, peak	N. 12½ E.
Sam-cok	N. 2° E. to N. 8° W.
Tay-lok-chao	N. 11° W. — N. 17½ W.
Macao, distant 5 or 6 leagues	N. 40° W."

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* In the comparative statement of bearings and distances, the reader will perceive that certain differences in names and sites are to be reconciled; although the two navigators herein quoted from accord pretty well in the main. This serves to shew the use of confronting authorities, however eminent.—(S.)

A SERIES OF NAVAL BULLETINS,

BY LIEUTENANT D. O'BRIEN, R.N.

(Continued from Vol. XXVIII. page 476.)

BULLETIN THE THIRD.

JULY 16, 1804.—We arrived early at Fiumé,* a village of which I have already made mention. We were allowed to do as we pleased on our arrival, and to go to any inn we liked. Our guard informed us that the commandant of Givet had inserted in our *feuille de route*, that we should be considered as officers of rank on parole, and treated accordingly. This was a circumstance that greatly surpassed our expectations. In the course of the day, we were joined by some British sailors, who also had a cart (some of them being sick). The next morning we were all marched together towards Rocroy; only one cart was allowed, and my brother officer was obliged to mount with the other sick. We took care not to go to the same scoundrel's house at Rocroy, where we had been recently so ill used; found another more preferable. From Rocroy we were marched to Mezieres; † put up at a tavern, being now *officers of rank;* which our landlady appeared to have been informed of. This old lady was, if possible, more extortionate towards us than any we had yet met with. We found that, unless we previously made an agreement, particularly specifying what we wished, and regulating the price of every article, we should be liable to the greatest imposition; and this indeed is the case throughout France. From Mezieres we passed through Sedan,‡ Stenay,§ a small village, Sivry, and on the 23d arrived at Verdun,‖ where we so long had desired to be, and where

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* An old woman doing the duty of crier attracted my notice. At a corner of one of the streets she began her preamble. She had a small bar of iron in one hand, and a large key in the other, as a substitute for a bell.

† The head town of the department of Ardennes, seated on the Meuse; the town of Charleville is within two miles of it. Mezieres has a strong citadel, and good fortifications.

‡ A strong fortified town, 12 miles from Mezieres; it has a strong castle, in which the famous Marshal Turenne was born: it is renowned for its cloth manufactories.

§ Stenay, an open town on the Meuse, about 10 leagues N. b. W. of Verdun.

‖ This town, I have no doubt, has been frequently described by several this war, being the *dépôt* for upwards of 800 British prisoners nearly six years; however, I shall observe, that it is an ancient fortified town, with a citadel, seated on the Meuse. It is the second principal town in this department; the chief is Bar le Duc.—It is divided into two parts by the Meuse; one is called La Ville Haute, the other, La Ville Basse. Its fortifications were constructed by the Chevalier de Ville, and Marshal de Vauban; the latter was a native of this place. It was taken by the Prussians in 1792—but retaken soon after—every

we were received by Captain Brenton, our officers and countrymen, in the most handsome manner. We were billeted at the Three Moors for two nights, until we could procure lodgings. Two or three days after our arrival, Mr. Pridham introduced us to General Wirrion, who gave us permission to walk in the suburbs. In the course of a few days I procured lodgings, with a Mr. Ashworth, midshipman, who was a messmate of mine in the late ship. I met a number of old acquaintances here, and passed the time among them, considering we were in a state of captivity, tolerably well.

As soon as I found myself a little settled, my friend and I employed a French master, and studied with the greatest attention, never quitting the town except on race days,* or days of other amusements. We employed

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necessary of life is remarkably cheap here: the country abounds with vineyards, which occasions wines to be excessively cheap.

* Races, and all species of amusements that can deprive an Englishman of his property, or divert his attention for a moment, are allowed by the general who commands the prisoners. I have been informed that there are fixed prices for all these indulgences. The hazard table, and *rouge et noir*, have been the destruction of many of our countrymen. Every kind of debauchery and libertinism, I am sorry to add, is permitted, and practised in this town. Lately, from the principal people of fashion, and men of property, being dispersed, horse racing ceased, as has gambling also, in a great degree.

When war was declared between the Austrians and French, and that the Boulogne camp was broken up, one division of the army was marched through this town. Their conduct, though frequently several thousands together, was exemplary; they attracted our notice greatly. I never perceived that they got intoxicated, or were insolent to the prisoners of war. In the Prussian war, also, we saw a number of troops pass through. They were chiefly conducted in carriages of every description (post haste). They sometimes stopped a few minutes to refresh; and I heard some of them observe, that it was the *sacre* English guineas that bred discord on the continent. I got into conversation with one who had been lately in Brest, and asked him if they had a strong fleet lying there: he replied, with an oath, only two or three rotten ships, that were not sea worthy—the English took all the rest, as fast as they quitted the harbour; and if the government was of his opinion (he added), they would not put the country to the expense of building any more: I plainly discovered that this soldier took me for one of the citizens, for he was extremely communicative. Buonaparte passed through twice: the last time was after the treaty of Tilsit. The inhabitants had triumphal arches, &c. erected for him. Prince Murat was with him in his carriage. His guard was his favourite Mameluke, and the gend'armes and young men of the town that met him to escort him through, observed him bow with seeming complaisance to the prisoners of war, who took their hats off as he passed. The ever-memorable action of Trafalgar, was reported to us to have been gained by the French; they boasted of killing the only hero England had, and of taking the Prince de York, British three-decked ship, and another, whose name I now forget; which we were certain to be a falsehood, as those were names that we had not in our navy. The truth very soon transpired, although they endeavoured as much as possible to stop all communication between both

also a fencing, and an Italian master, as soon as we were tolerably perfect in the French language. Our studies amused us greatly; made the time pass lightly over; and did away with that *ennui* which is the inseparable attendant of sloth and idleness.

In a few months after my arrival, a Mr. M'Grath (a near relation of mine) was escorted to this *dépôt*, with a Mr. Wills, Mr. Mate, and a boat's crew of the frigate Acasta. Mr. M'Grath was surgeon's-assistant. They had been made prisoners on the island of Beniget, near Brest. Mr. Wills had been ordered early in the morning to land on that island, and load his boat with sand for scouring the decks; and Mr. M'Grath had received permission to accompany him, merely for the purpose of taking a walk, and amusing himself while the men were loading the boat: but they had no sooner landed, than they were surrounded by a number of French troops, who were lying in ambush for them, and had been landed the night before, for the express purpose of surprising some of the English boats, that were daily in the habit of coming on shore. Our poor fellows were immediately secured, embarked, and conducted to the continent. The frigate instantly, on discovering they were captured, dispatched boats in pursuit of them, but to no purpose. From the cruel treatment which they received on their march; being put into stables, barns, common gaols, &c.; allowed nothing but seamen's fare; with not a farthing of money in their pockets; they were so exhausted on their arrival at Verdun, that both the officers were seized with a violent fever: Mr. Wills recovered in a short time; but the other lost the use of his limbs, and was confined to his bed, with little or no intermission, until July, 1808; when he burst a blood vessel, and expired without a groan. He lived with me the major part of the time.

(August, 1807). But to return to the thread of my own narrative. We continued, as before observed, amusing ourselves by study, in the winter, skaiting, &c. until August, 1807, when I began to consider my situation minutely, and to deliberate upon my unfortunate captivity; and those deliberations had the effect of making me very uncomfortable and dissatisfied: I could not afterwards reconcile myself to study, or to any amusement. I reasoned with myself, that I was losing the prime of my youth in captivity; saw no prospect of peace, or an exchange of prisoners; no hope of being promoted in my present state, nor of recommending myself through

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countries. We had private letters—and a Frenchman shewed me the copy of a letter from a captain in the French army, who served as marine officer on board of one of their ships on that day, and was dreadfully wounded in several places; it reflects the greatest honour upon him: it was addressed to his brother, at Nancy, near Verdun. His account was impartial, and corresponded with the English report. He stated the length of time they were employed in forming the line-of-battle; the superiority that appeared to him (though a landman), which the enemy's fleet had over theirs: to use his own words, "they came down upon us in two columns, without attending to any of our arrangements, and threw us into the utmost confusion—it was in vain to resist—Nelson commanded."

any personal exertions to the notice of my country; deprived, while in France, of being able to afford my country, my friends, or myself, the least assistance.

In this horrible state, almost of stupefaction, I remained for some days; when my friend Ashworth observed to me, that he and a Mr. Tuthill, a particular friend of mine, and a midshipman also, had been canvassing the cruelty and hardships they laboured under; and their intention (if I would join them) of transgressing, and getting deprived of their permissions to go out of town (what the French deemed parole), and making their escape to their native country. This was to me the most flattering intelligence—it was what I had been revolving in my own brain for some days. We accordingly met at an appointed place, to deliberate upon the best method of putting in execution the business we were about to commence, and agreed it was necessary to procure knapsacks, provisions, bladders to contain water, &c. prior to our getting close confined: as we should be under the necessity of travelling by night, and concealing ourselves in the woods during the day-time.

The necessary materials having been provided, *viz.* files, gimlets, saws, with other utensils that are needless to mention; that, in case of being taken, we might be able to break our fetters, and to escape from slavery, and the punishment that we were well aware would await us;* we commenced by missing one *appel;* but to our great astonishment this breach of conduct was overlooked and forgiven. We next remained out of town very late; this was also forgiven, though we got into the guard-house, &c.; in short it was several days before we succeeded in being deprived of our passports or permissions: we were now confident, from the lenity shewn us, that they suspected our intentions. However, August 28th, 1807, having found, from the opinion of several officers whom we consulted, that no tie of honour could, under our present circumstances, retain us; being literally in close confinement, and that perhaps we might never have so good an opportunity again, we determined to take French leave that night, having an excellent rope provided to scale the ramparts. We accordingly separated, having fixed a rendezvous at 11 o'clock, which was the appointed hour. I returned to my lodgings; but must observe, that on my way, I happened to meet with a friend, a Lieutenant Essel, of the navy; who with the greatest frankness communicated to me his intention to quit France, and that he should like very much if I would accompany him; I declined giving him a direct answer at that moment; and could not help suspecting, that he was aware of what we had in contemplation: however, his not mentioning the other two, gave me hopes. I quitted him, waited on my comrades, and informed them of the conversation that had passed. They agreed, provided he was not in debt, and quitted the town in an honourable manner, that they had no objection to his being of our party. He gave us every assurance of what we asked; as also that he

* They make midshipmen attend two *appels* or musters per day: not being at the exact time was formerly 3 livres (2s. 6d.) fine; but at present the offenders are sent to St. Louis, or Bitche, *dépots* of punishment.

had been deprived of his passports; that he had settled all his affairs; and that he had 50*l.* sterling to proceed with.

At 11, we came to the appointed spot; but found, though late, that the sentinels were on the alert, and a number of people were passing and repassing; which made us put it off until the following night. We took different routes, and returned to our respective places for the night; inspired with the greatest desire of revisiting our native country, and elated with the hope of regaining that which predominates so much in a Briton's breast, Liberty. I confess, I felt the greatest regret at quitting my poor unhealthy relative, Mr. M'Grath; nor could I make him acquainted with the step I was about to take, without experiencing an emotion impossible to be described.

The sea coast was the place fixed upon to make for; and we agreed, that about Estaples was the most likely part to procure a boat.....—The anxiety and uneasiness which we felt the next day, were beyond description. Some of our countrymen, who called to see us *en passant*, threw out such insinuations, and made such remarks upon our conduct of late, that we were under the most serious apprehensions of being shackled, and on the road to Bitche, before the much desired hour, 11 at night: being well aware, that there were several Englishmen employed, and paid regularly, for conveying the most trivial occurrence that might take place among the prisoners, to the French general. I have frequently known prisoners of war to be taken out of their beds, in the night, fettered, and conducted under an escort of *gend'armes* to the *dépôts* of punishment, without ever being informed of the crime or fault they had been accused of, through malice, by some of those rascals giving false information, to be revenged for any private animosity they might have against the person so treated. These spies were so numerous (I repeat with regret) that it was morally impossible to know them all; consequently, the most watchful and cautious amongst us was liable to be entrapped. We fortunately, however, escaped their snares.

The desired and long wished for moment arrived. We met agreeably to appointment; every thing was favourable and quiet; and in a few seconds, with the assistance of our rope and a ***** we were down the ramparts, about 72 feet high, with very little damage, except losing a little of the skin of our hands. Our course was N. W. which we carefully followed, each having his knapsack, &c. regularly placed.

(August 30, 1807.) About three o'clock, the day began to dawn, and having ran during most of the time since we quitted our miserable abode, we conjectured we were at least five British leagues from it. We determined not to approach any houses, nor to expose ourselves in the day-time, except in the greatest necessity. We were fortunately close to the very wood which we had pricked off on our map for the first halt; it was in the vicinity of Varennes.* We instantly entered it, and after searching for a

* Here Louis XVI. his queen, sister, and two children, were arrested, in their flight from the Thuilleries, in 1791, and were conducted back to Paris. I have seen the *gen-d'arme* who arrested them; he is now an officer, and much noticed by the present government.

good thick part, at last succeeded, though it was contiguous to a path-way. However we placed ourselves so well, that unless information had been given of us, and people had come on purpose to search, we could not be discovered. We lay tolerably comfortable until about nine; when we found that this path-way was very much frequented; the voices of people passing to and fro; of children, being Sunday, nutting, &c. was a great annoyance: however, we had no nut-trees immediately close to us, and at noon they all returned to their homes, being their dinner hour. We also took a little refreshment; destroyed our hats, and replaced them with caps *à la Française*, which we had procured. At seven, it being tolerably dusk, we placed our knapsacks, arranged every thing, and commenced our march N. W. making a direct course through the country; ploughed fields, mountains, marshes; nothing intercepted, or retarded our progress: the happiness, we even at this moment felt, was inexpressible; we considered ourselves literally as regenerated creatures.

(August 31, 1807.) A little before day-light it began to rain heavily. We discovered a convenient wood, although contiguous to a farm-house; where, after deliberately considering, we resolved to secrete ourselves, lest we might not have another near enough. We accordingly provided ourselves, after a long search, the wood being excessively thin, with a tolerable sort of hiding place. We could distinctly hear the people in the farm-yard conversing, which caused us a little alarm: our situation all this day was very deplorable. On entering our hiding-place we were wet to the skin, and it continued raining without ceasing until late in the evening; the wet we received from the branches and leaves was much worse than if we had been in an open field without a tree. Our chief employment was squeezing the water out of our clothes and stockings. Our stock of provisions, which principally consisted of light biscuit and sausages, was very much damaged. At dusk, about the usual hour, seven, after taking a little refreshment, we bundled on our knapsacks and accoutrements, and proceeded the old course, N. W. We walked a good distance this night, the weather being more favourable.

(September 1, 1807.) A little before day-light we entered a most excellent thick wood, admirably well calculated for night-walkers; took a little refreshment, and endeavoured to sleep a little after the fatigues of the night, and after congratulating one another at being thus far successful. At about ten, we were alarmed by the voices of people apparently close to us; we found that they were passing on an adjacent path-way, which we had not before discovered: but we were too well placed to be under any dread of being perceived: the number of squirrels, rats, mice, &c. about us this day was very great. Having made our customary preparations, at seven we got out of our lurking hole, and proceeded to the border of the wood, on that side towards which we had to direct our course. On our arrival we discovered some labourers still at work, in a field close to the outside of the wood, which occasioned us to halt until they disappeared. We then proceeded with some anxiety, as we saw a village exactly in our track, and which we could not avoid without making a very great circuit.

In about two hours after we had quitted the wood, we found our course suddenly impeded by a ditch or moat, which upon sounding with our clubs, that were, by the bye, of a tolerably good length, we found very deep; in fact it surpassed any conception we could form of it. We surveyed it, marching first in one direction, then in another, without coming to any resolution: however it was evident, that we must cross it. I at length discovered one part which appeared narrower than the rest, which made me resolve to try and leap over it. I accordingly gave myself room for a run to that narrow part, and landed on the opposite side some feet from the edge of the bank; it was not near so broad as it appeared; and knowing that it was excessively deep, made me the more anxious to secure a good landing, lest I might fall back into it: the consequence was, the opposite bank being extremely sandy and hard, and the knapsack on my shoulders lifting and coming with a sudden jerk, the moment I touched on it I was thrown on my side, and my right knee twisted in the joint to that degree, that I absolutely thought it was snapped in two: in this condition I remained extended in the most excruciating pain, recommending to my companions to be more cautious, until Lieutenant Essel and the other two joined me. They examined, and found, to my inexpressible joy, that the bone was not broken; but this unfortunate business, at the moment, deprived me of every hope of being able to prosecute my intended journey. My mind was distressed—my ideas distracted beyond conception—not more than fifteen or twenty leagues from the miserable prison which I had felicitated myself at so happily escaping from—abandoned by my comrades, and, who, of course, I could not expect to remain—left in an open field in this miserable state: in one word, instant death, as I then thought, would have been a thousand times preferable. However, DIVINE PROVIDENCE, always ready to assist those who repose confidence in it, designed to interpose its clemency. My comrades began to chafe and rub the part affected with spirits, a small portion of which each of us carried. I found instant relief from this remedy, and in a short time, with their assistance, was able to stand up. To their repeated enquiries about my knee, I replied, that I felt much better, though in fact I had little hopes to be able to continue with them; but I feared discouraging these brave fellows, who declared their determination not to quit me: this noble declaration inspired me with enthusiasm, and gave me fresh vigour and courage. I made an effort to step out, but was under the necessity of requesting, that one would assist me on each side, which they did. Thus we moved on slowly, and passed the village that we were so anxious about. My knee, I was happy to feel, was gradually getting better, and we managed to march in this state about three leagues, when we discovered a very fine commodious wood.

(September 2, 1807.) It was about two o'clock. My comrades proposed that we should rest here the ensuing day: they would not on my account proceed farther; besides it was uncertain whether they might fall in with another wood before day light.

No intelligence could be more congenial to my feelings than this. I was

excessively weary and fatigued: so having found a proper part of the wood, each took his position and a little refreshment, and then endeavoured to take rest: but so violently did my knee pain me, that I was obliged to have two of my friends to lay their whole weight on my leg, thigh, and right side; they fell fast asleep in a very short time, I could not close an eye. The distressing and melancholy reflection of being left behind in consequence of my illness, still recurred. The thought of being picked up and conducted to some dreadful dungeon, or some other ignominious habitation, was constantly present; replete with such ideas, what mortal could think of sleeping? Thus occupied in thought, wavering between hope and despair, I remained nearly two hours—my friends in a sound sleep all the time. At last, finding their weight on my side troublesome, I extricated myself from them without awaking, or causing them the least disturbance. I now imagined I had an excellent opportunity of trying whether I could move without assistance, without alarming or discouraging my fellow-travellers. I accordingly made an effort to stand up, which I accomplished with some difficulty, and then attempted to walk; but I immediately tumbled backwards, owing to the excessive pain and weakness of my knee. I afterwards made several similar essays in the course of the ensuing day, when my companions were asleep, but with no better success: I encouraged them notwithstanding, by saying I was much better. At the usual hour, all arrangements having been made, we marched to the edge of the wood; I was assisted by two, similar to the preceding night. We found it was too early to quit the wood. There was a very high tree at the border where we came to, and it was proposed that Mr. Tuthill should climb up it, to discover what kind of country lay in our course, which he immediately did; and, to my great satisfaction, stated it to be a beautiful plain, without woods, river, or any thing to impede us. From the excessive height of the tree, we had no doubt but he could extend his view several leagues. We now proceeded, and I insisted upon their leaving me in the rear, to hop on and struggle for myself. I felt excessively dejected, but determined not to expose it. At first the pain I endured was terrible: however, I at length brought my leg to the ground, and limped on with the assistance of my club. We had not advanced above a league, when we perceived a beautiful vineyard right in our way. They halted to try the grape, which was a most heavenly relief to me, as I was almost knocked up. The grapes, though sour, we found of great service, and they revived our spirits amazingly. After eating a great many, we loaded our pockets with them. I found my knee much better; the gloom that hung over me was dispersing fast; in short, I proceeded with very good spirits, and in about an hour afterwards we providentially arrived at an orchard; found its apples delicious; cleared our pockets of the grapes, and replaced them with this most exquisite fruit. We then proceeded with great joy; each congratulating me on my getting on so well. Indeed I never was more surprised than at the sudden change in my frame altogether: my knee improving every mile I walked.

(September 3, 1807.) At day light we were much alarmed, not being able to make out a wood in any direction. At last, to our unspeakable de-

light, we perceived at a small distance a kind of little forest, not more than three or four acres in circumference. We repaired to it without hesitation, and found it thick and well adapted for our reception. Having pitched upon a convenient spot, we deposited our knapsacks, disburdened ourselves of our apples, &c. and after refreshing ourselves with a little biscuit and sausage, together with a dessert which we could now afford, we betook ourselves to rest. I had not closed an eye before, since I had received the hurt: but at that moment I no sooner extended my weary limbs upon the ground, than I was in a profound sleep; nor did I awake until roused by my comrades, who were alarmed by the voices of two men, who came to work adjacent to our concealment. We could hear them so very distinctly, that we were of opinion they could not be distant more than fifty paces; their conversation was chiefly respecting the towns of Charleville and Mezieres; they continued their work until sun-set. From hearing them mention those towns so repeatedly, in addition to other parts of the conversation, we were convinced of our being too far to the northward of our proper course. Travelling by night, frequently extremely dark, though we had an excellent compass, it was impossible to avoid sometimes erring a little, more especially whenever a river turned us out of our proper direction. Those fellows being gone, which we did not regret, as the reader may suppose, we commenced our preparations as we were accustomed, and at the usual time proceeded forward, my knee rather painful and stiff, which in a great measure gradually decreased by exercising it.

At midnight we came directly on a small town, situated in a valley, without perceiving it until it was too late to return. As it was open, we did not apprehend any danger, particularly at so late an hour. We however passed through it as quick as possible, without meeting a soul until we got into the Fauxbourg, where we met a peasant on horseback. Mr. A—— asked him the name of the small town or village we had just passed; he replied, Neuveille. We thanked him, and continued on our route. We travelled a considerable distance this night; having fruit to abate our thirst, which was in general very great; we often experienced a scarcity of water.

(September 4, 1807.) At about three, finding a convenient wood, we halted, and refreshed ourselves with a small quantity of our biscuit, &c. which, by the bye, notwithstanding the greatest œconomy, was getting very low: provided some heath, small branches, grass, &c. to lie upon, the dew being very heavy on the ground, and then went to rest. I found myself happy beyond expression, in consequence of my knee getting better daily. At the usual hour quitted our covert; our fruit out, not a drop of water in our possession. We moved forward, perishing with drought, but in momentary expectation of finding some brook or rivulet to relieve our anguish. We travelled nearly seven hours in this horrible situation, without being able to discover any water, except in one place, a large ditch, in which flax was deposited. I had much pain to prevent myself from drinking some of this stinking water, my thirst was so intolerable; but my companions assuring me the consequence would be immediate death, I

proceeded without attempting to taste it. I have been in all climates, almost in all parts of the universe—have suffered excessive thirst at different periods of my life—have drunk vinegar, salt water, and even sucked the tarry sails on board a ship to endeavour to assuage that calamity; but I solemnly declare, that I never felt any thing equal to what I suffered during this night from thirst.

Finding no chance of getting water feasible, at least in our direct course, we unanimously agreed to approach the first village we should discover, for the purpose of procuring a supply from some of the inhabitants' wells. An opportunity soon occurred, and we directed our steps with the greatest eagerness to this much desired spot; but previously to our arrival at the village, we descried a small orchard. My friend Tuthill, always on the alert, and naturally active and expert, scaled the orchard wall in a very short time, notwithstanding the constant barking of a dog in the orchard, and returned with a supply of apples; they were very small, and of the wilding kind, but they answered our purpose, and alleviated our distressed state. We passed through one extremity of the village, got a supply of what we stood so much in need of, and proceeded, keeping more to the westward than we had lately done, in consequence of the discovery respecting Charleville, &c. We now got on apace, having plenty of water.

[To be continued.]

PLATE CCCLXXXI.

PULO PENANG, or Prince of Wales's island, is situated in the Strait, and near the coast of Malacca. According to Arrowsmith, it lies in 5° 30′ N. latitude, and in longitude 100° E. from Greenwich.

This island was ceded, by the King of Queda, to the East India Company; and, from its natural advantages, and from the circumstance of a British colony having been formed there, it has of late acquired considerable importance. It possesses a capacious harbour, on the borders of which several docks have been constructed; and, from the numerous forests of teakwood which it contains, it is a most advantageous place for ship-building.—The soil is fertile, and the climate is cool, and favourable to the cultivation of European vegetables. The chief articles of commerce are, tin, dammer (a species of resin), rattans, teak (and various other kinds of timber), and a vegetable oil, collected from a tree called karuang. The nutmeg tree, which was transplanted hither, when the East India Company were in possession of the Moluccas, last war, has succeeded remarkably well, and will, of course, tend to increase the commerce of the island.

Fort Cornwallis, represented in the annexed plate, commands the town and harbour, and is the principal fort on the island.

Fort Cornwallis — Prince of Wales's Island.

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STATE PAPERS.

MESSAGE OF THE PRESIDENT OF THE UNITED STATES TO CONGRESS.

Fellow Citizens of the Senate, and of the House of Representatives,

ON our present meeting, it is my first duty to invite your attention to the providential favours which our country has experienced in the unusual degree of health dispensed to its inhabitants, and in the rich abundance with which the earth has rewarded the labours bestowed on it. In the successful cultivation of other branches of industry, and in the progress of general improvement favourable to the national prosperity, there is just occasion also for our mutual congratulations and thankfulness.

With these blessings are naturally mingled the pressures and vicissitudes incidental to the state of war into which the United States have been forced by the perseverance of a foreign power in its system of injustice and aggression. Previous to its declaration, it was deemed proper, as a measure of precaution and forecast, that a considerable force should be placed in the Michigan territory, with a general view to its security; and, in the event of war, to such operations in the uppermost Canada, as would intercept the hostile influence of Great Britain over the savages; obtain the command of the lake on which that part of Canada borders; and maintain co-operating relations with such forces as might be most conveniently employed against other parts.

Brigadier-general Hull was charged with this provisional service, having under his command a body of troops, composed of regulars and volunteers from the State of Ohio: having reached his destination, after his knowledge of the war, and possessing discretionary authority to act offensively, he passed into the neighbouring territory of the enemy, with a prospect of an easy and victorious progress. The expedition, nevertheless, terminated unfortunately, not only in a retreat to the town and fort of Detroit, but in the surrender of both, and of the gallant corps commanded by that officer. The causes of this painful reverse will be investigated by a military tribunal. A distinguishing feature in the operations which preceded and followed this adverse event, is the use made by the enemy of the merciless savages under their influence. Whilst the benevolent policy of the United States invariably recommended peace, and promoted civilization amongst that wretched portion of the human race, and was making exertions to dissuade them from taking either side in the war, the enemy has not scrupled to call to his aid their ruthless ferocity, armed with the horrors of those instruments of carnage and torture, which are known to spare neither age nor sex. In this outrage against the laws of honourable war, and against the feelings sacred to humanity, the British commanders cannot resort to a plan of retaliation; for it is committed in the face of our example. They cannot mitigate it by calling it a self defence against men

in arms, for it embraces the most shocking butcheries of defenceless families: nor can it be pretended that they are not answerable for the atrocities perpetrated, since the savages are employed with the knowledge, and even with menaces, that their fury could not be controlled. Such is the spectacle which the deputed authorities of a nation, boasting its religion and morality, have not been restrained from presenting to an enlightened age.

The misfortune at Detroit was not, however, without a consoling effect. It was followed by signal proofs, that the national spirit rises according to the pressure on it. The loss of an important post, and of the brave men surrendered with it, inspired every where new ardour and determination. In the states and districts least remote, it was no sooner known, than every citizen was eager to fly with his arms at once to protect his brethren against the blood-thirsty savages let loose by the enemy on an extensive frontier; and to convert a partial calamity into a source of invigorated efforts. This patriotic zeal, which it was necessary rather to limit than excite, has embodied an ample force from the states of Kentucky and Ohio, and from parts of Pennsylvania and Virginia. It is placed, with the addition of a few regulars, under the command of Brigadier-general Harrison, who possesses the entire confidence of his fellow soldiers; among whom are citizens—some of them volunteers in the ranks—not less distinguished by their political stations, than by their personal merits.

The greater portion of this force is proceeding on its destination towards the Michigan territory, having succeeded in relieving an important frontier post, and in several incidental operations against hostile tribes of savages, rendered indispensable by the subserviency into which they had been seduced by the enemy; a seduction the more cruel, as it could not fail to impose a necessity of precautionary severities against those who yielded to it.

At a recent date, an attack was made on a post of the enemy near Niagara, by a detachment of the regular and other forces, under the command of Major-general Van Rensselaer, of the militia of the state of New York. The attack, it appears, was ordered in compliance with the ardour of the troops, who executed it with distinguished gallantry, and were for a time victorious; but not receiving the expected support, they were compelled to yield to reinforcements of British regulars and savages. Our loss has been considerable, and is deeply to be lamented. That of the enemy, less ascertained, will be the more felt, as it includes among the killed, the commanding general, who was also governor of the province; and was sustained by veteran troops, from inexperienced soldiers, who must daily improve in the duties of the field.

Our expectation of gaining the command of the Lakes, by the invasion of Canada from Detroit, having been disappointed, measures were instantly taken to provide on them a naval force superior to that of the enemy. From the talents and activity of the officer charged with this object, every thing that can be done may be expected. Should the present season not admit of complete success, the progress made will ensure for

the next a naval ascendency where it is essential, to a permanent peace with, and a control over, the savages.

Among the incidents to the measures of the war, I am constrained to advert to the refusal of the governors of Massachusets and Connecticut to furnish the required detachments of militia towards the defence of the maritime frontier. The refusal was founded on a novel and unfortunate exposition of the provisions of the constitution relating to the militia. The correspondence which will be laid before you contains the requisite information on the subject. It is obvious that, if the authority of the United States to call into service and command the militia for the public defence can be thus frustrated, even in a state of declared war, and of course under apprehensions of invasion preceding war, they are not one nation for the purpose most of all requiring it, and that the public safety may have no other resource than those large and permanent military establishments which are forbidden by the principles of our free government, and against the necessity of which the militia were meant to be a constitutional bulwark.

On the coasts and on the ocean, the war has been as successful as circumstances inseparable from its early stages could promise. Our public ships and private cruizers, by their activity, and where there was occasion, by their intrepidity, have made the enemy sensible of the difference between a reciprocity of captures, and the long confinement of them to their side. Our trade, with little exception, has safely reached our ports, having been much favoured in it by the course pursued by a squadron of our frigates, under the command of Commodore Rodgers; and in the instance in which skill and bravery were more particularly tried with those of the enemy, the American flag had an auspicious triumph. The frigate Constitution, commanded by Captain Hull, after a close and short engagement, completely disabled and captured a British frigate; gaining for that officer, and all on board, a praise which cannot be too liberally bestowed; not merely for the victory actually achieved, but for that prompt and cool exertion of commanding talents, which, giving to courage its highest character, and to the force applied its full effect, proved that more could have been done in a contest requiring more.

Anxious to abridge the evils from which a state of war cannot be exempt, I lost no time after it was declared, in conveying to the British government the terms on which its progress might be arrested, without waiting the delays of a formal and final pacification: and our charge d'affaires at London was at the same time authorized to agree to an armistice, founded upon them. These terms required, that the orders in council should be repealed, as they affected the United States, without a revival of the blockades violating acknowledged rules; that there should be an immediate discharge of American seamen from British ships, and a stop to impressment from American ships, with an understanding that an exclusion of the seamen of each nation from the ships of the other should be stipulated, and that the armistice should be improved into a definitive and comprehensive adjustment of depending controversies.

Although a repeal of the orders susceptible of explanations meeting the

views of this government had taken place before this pacific advance was communicated to that of Great Britain, the advance was declined, from an avowed repugnance to a suspension of the practice of impressment during the armistice, and without any intimation that the arrangement proposed with respect to seamen would be accepted. Whether the subsequent communications from this government, affording an occasion for reconsidering the subject on the part of Great Britain, will be viewed in a more favourable light, or received in a more accommodating spirit, remains to be known. It would be unwise to release our measures, in any respect, on a presumption of such a result.

The documents from the department of state which relate to this subject, will give a view also of the propositions for an armistice which have been received here—one of them from the authorities at Halifax and in Canada, the other from the British government itself, through Admiral Warren; and of the grounds upon which neither of them could be accepted.

Our affairs with France retain the posture which they held at my last communication to you.

Notwithstanding the authorized expectation of an early as well as favourable issue of the discussions on foot, these have been procrastinated to the latest date. The only intervening occurrence meriting attention is, the promulgation of a French decree, purporting to be a definitive repeal of the Berlin and Milan decrees. This proceeding, although made the ground of the repeal of the British orders in council, is rendered, by the time and manner of it, liable to many objections.

The final communications from our special minister to Denmark, afford further proofs of the good effects of his mission, and of the amicable disposition of the Danish government. From Russia we have the satisfaction to receive assurances of continued friendship, and that it will not be affected by the rupture between the United States and Great Britain. Sweden also professes sentiments favourable to subsisting harmony.

With the Barbary Powers, excepting that of Algiers, our affairs remain on the ordinary footing. The consul-general residing with that Regency, has suddenly, and without cause, been banished, together with all the American citizens found there. Whether this was the transitory effect of capricious despotism, or the first act of predetermined hostility, is not ascertained. Precautions were taken by the consul on the latter supposition.

The Indian tribes, not under foreign instigations, remain at peace, and receive the civilizing attentions which have proved so beneficial to them.

With a view to that vigorous prosecution of the war to which our national faculties are adequate, the attention of Congress will be particularly drawn to the insufficiency of the existing provisions for filling up the military establishment. Such is the happy condition of our country, arising from the facility of subsistence, and the high wages for every species of occupation, that, notwithstanding the augmented inducements provided at the last session, a partial success only has attended the recruiting service. The deficiency has been necessarily supplied during the campaign by other than regular troops, with all the inconveniencies and

expenses incident to them.—The remedy lies, in establishing more favourably for the private soldier the proportion between his recompence and the term of his establishment: and it is a subject which cannot too soon or too seriously be taken into consideration. The same insufficiency has been experienced in the provisions for volunteers made by an act of the last session.—The recompence for the service required in this case is still less attractive than in the other; and, although patriotism alone has sent into the field some valuable corps of that description, those alone who can afford the sacrifice, can reasonably be expected to yield to the impulse. It will merit consideration also, whether, as auxiliary to the security of our frontier, corps may not be advantageously organized, with a restriction of their services to particular districts convenient to them; and whether the local or occasional services of marines or others in the sea-port towns, under a similar organization, would not be a proper addition to the means of their defence. I recommend a provision for an increase of the general officers of the army, the deficiency of which has been illustrated by the number and distance of separate commands, which the cause of the war, and the advantage of the service, have required; and I cannot press too strongly on the earliest attention of the legislature, the importance of the re-organization of the staff establishment, with a view to render more distinct and definite the relations and responsibilities of its several departments; that there is room for improvements which will materially promote both economy and success, in what appertains to the army and the war, is equally inculcated by the examples of other countries, and by the experience of our town.

A revision of the militia laws, for the purpose of rendering them more systematic, and better adapting them to emergencies of the war, is at this time particularly desirable. Of the additional ships authorized to be fitted for service, two will be shortly ready to sail; a third is under repair, and delay will be avoided in the repair of the residue. Of the appropriations for the purchase of materials for ship-building, the greater part has been applied to that object, and the purchases will be continued with the balance. The enterprising spirit which has characterized our naval force, and its success both in restraining insults and depredations on our coasts, and in reprisals on the enemy, will not fail to recommend an enlargement upon it.

There being reason to believe, that the act prohibiting the acceptance of British licenses is not a sufficient guard against the use of them, for purposes favourable to the interest and views of the enemy; further provisions on that subject are highly important. Nor is it less so, that penal enactments should be provided for cases of corrupt and perfidious intercourse with the enemy, not amounting to treason, nor yet embraced by any statutory provisions.

A considerable number of American vessels, which in England (when the revocation of the orders in council took place) were laden with British manufactures, under an erroneous impression that the non-importation act would immediately cease to operate, have arrived in the United States. It did not appear proper to exercise on unforeseen cases of such magni-

tude, the ordinary powers vested in the treasury department, to mitigate forfeitures without previously affording Congress an opportunity of making on the subject such provisions as they may think proper. In their decision, they will, doubtless, equally consult what is due to equitable considerations, and to the public interest.

The receipts into the treasury during the year ending on the 30th of September last, have exceeded 16 millions and an half of dollars; which have been sufficient to defray all the demands on the treasury to that day, including a necessary reimbursement of near three millions of the principal of the public debt. In these receipts are included a sum of near 8,850,000 received on account of the loans authorized by the acts of last session. The whole sum actually obtained on loan amounts to 11 millions of dollars, the residue of which being receivable subsequent to the 30th of September, will, together with the current revenue, enable us to defray all the expenses of this year.

The duties on the late unexpected importations of British manufactures, will render the revenue of the ensuing year more productive than could have been anticipated. The situation of our country, fellow-citizens, is not without its difficulties, though it abounds in animating considerations, of which the view here presented of our pecuniary resources is an example. With more than one nation we have serious and unsettled controversies; and with one powerful in the means and habits of war, we are at war. The spirit and strength of this nation are nevertheless equal to the support of all its rights, and to carry it through all its trials. They can be met in that confidence. Above all, we have the inestimable consolation of knowing, that the war in which we are actually engaged, is a war neither of ambition nor vain glory; that it is waged, not in violation of the rights of others, but in the maintenance of our own; that it was preceded by a patience without example, under wrongs accumulating without end; and that it was finally not declared, until every hope of averting it was extinguished by the transfer of the British sceptres into new hands, clinging to former councils, and until declarations were reiterated in the last hour through the British envoy here, that the hostile edicts against our commercial rights and our maritime independence would not be revoked: nay, that they could not be revoked, without violating the obligations of Great Britain to other powers as well as to her own interests. To have shrunk, under such circumstances, from manly resistance, would have been a degradation blasting our best and proudest hopes. It would have struck us from the high rank where the virtuous struggles of our fathers had placed us, and have betrayed the magnificent legacy which we hold in trust for future generations. It would have acknowledged, that on the element which forms three-fourths of the globe we inhabit, and where all independent nations have equal and common rights, the American people were not an independent people, but colonists and vassals.

It was at this moment, and with such an alternative, that war was chosen. The nation felt the necessity of it, and called for it. The appeal was accordingly made in a just cause, to the just and powerful Being who holds in his hands the chain of events, and the destiny of nations. It

remains only, that, faithful to ourselves, entangled with no connections with the views of other powers, and ever ready to accept peace from the hand of justice, we prosecute that war with united council, and with the ample faculties of the nation, until peace be so obtained, and as the only means under the divine blessing of speedily obtaining it.

Washington, Nov. 4, 1812. (Signed) JAMES MADISON.

At the Court at Carlton-House, the 9th of December, 1812.

PRESENT,

His Royal Highness the PRINCE REGENT in Council.

WHEREAS it is expedient, to prevent doubts respecting the continuance and effect of the order in council of the nineteenth of August, one thousand eight hundred and seven, respecting vessels under the flag of Mecklenburgh, Oldenburgh, Papenburgh, and Kniphausen, and the order in council of the twenty-fifth November, one thousand eight hundred and seven, respecting the ships and goods belonging to Prussia and Lubec; his Royal Highness the Prince Regent is pleased, in the name and on the behalf of his Majesty, and by and with the advice of his Majesty's privy council, to order and declare, and it is hereby ordered and declared, that the said two orders in council, bearing date respectively the nineteenth day of August, one thousand eight hundred and seven, and the twenty-fifth of November, one thousand eight hundred and seven, shall be considered as null and of no effect; provided nevertheless, that nothing in this order contained, shall be construed to affect any question depending in judgment, respecting either of the said orders, on any capture made prior to the date of this order; but such questions shall be decided in the same manner as if this order and declaration had not been issued.

And the Right Hon. the lords commissioners of his Majesty's Treasury, his Majesty's principal secretaries of state, the lords commissioners of the Admiralty, and the judge of the high court of Admiralty, and the judges of the courts of Vice-Admiralty, are to take the necessary measures herein as to them may respectively appertain.

CHETWYND.

NAVAL LITERATURE.

Stereogoniometry; also, Leeway and Magnetic Sailings. By JOHN COLE, Purser of H. M. S. Aboukir. 8vo. 1812.

IN a maritime country, every thing connected with, or appertaining to, the art of navigation, is of high importance; consequently, no endeavour to simplify, to facilitate, or to extend its acquirement, should be

allowed to pass unnoticed. On this account, we feel a pleasure in devoting a portion of room, in the Naval Chronicle, to the performance of Mr. Cole, who is evidently a man of observation, and possessed of a mind well adapted to scientific pursuits. From his Preface, we learn that the volume before us was "originally undertaken with the design of reducing to a plane, the science of spherical trigonometry, and of communicating to the nautical world some additions to the art of navigation. But the plan, adopted for the accomplishment of the first object, was so opposite to any thing spherical, that the author was induced to regard the sphere only in the light of an auxiliary, performing an office to solid angles analogous to the application of the circle to plane angles. For, as a circle is described about the angular point of a plane angle, for the purpose of measuring its magnitude; so a sphere may be constructed round the vortex of a solid angle, in order that their common intersections may form circular arcs on the surface of the sphere, equivalent to the plane angles, which determine at the vertex the sides of the solid angle. And should this solid angle, about which a sphere were so constructed, consist of three sides only; the figure made on the surface of the sphere by the circular arcs subtending and measuring the sides of the solid angle, is a spherical triangle. Instead, therefore, of flying from the centre to the surface of the sphere, and of substituting the arcs for the angles, which they measure, as is the case in spherical trigonometry; it is here proposed to retain the original plane angles, to use the trilateral solid angle instead of the spherical triangle, and to call the science by the name of Stereogoniometry."

From these remarks, it must be obvious, that the work is of such a nature, as not to admit of satisfactory extracts being made: indeed, the attempt would be only trifling with the reader, and committing an act of injustice upon the author. To appreciate its merit, the performance must be read as a whole; and, to the nautical and mathematical student, we doubt not that it will prove both acceptable and serviceable.—Mr. Cole has added the application of what he has chosen to term the science of stereogoniometry, to astronomy, and to dialling; and he has also inserted the fluxions of the several parts of trilateral solid angles.

"The second design," says Mr. Cole, "which was that of communicating to the nautical world some additions to the art of navigation, has been in some measure curtailed, in consequence of the attention paid to the former, and the little opportunity afforded to naval officers of doing any thing of this nature during the present threatening attitude of our enemies. It consists of leeway and magnetic sailings. The author is persuaded that the former of these two will tend much to the improvement of navigation, after it has been brought into use: but what is here written on the subject must be considered only in the light of theory, to be brought to perfection by practice."

We regret that, without the accompanying figures, we feel it impracticable to convey to the reader, any clear idea of Mr. Cole's theory of leeway sailing, beyond the position—that, as a vessel may be considered to be impelled by two forces, the one driving her directly a-head, and the other

driving her directly to leeward, the doctrine of the composition and resolution of forces may be properly applied to that branch of sailing.

On magnetic sailing, which Mr. Cole offers, not only as an abbreviation of the work of dead reckoning, but also as a more correct method of accounting for the variation of the compass, than the usual plan which is practised by seamen, the reader will, perhaps, find less difficulty. We shall, therefore (though without the figure),* venture to transcribe the whole that relates to this subject, as follows :—

"RULE.—Use all the courses as you otherwise would do, provided there was no variation; and call the difference of latitude and departure, so found, the magnetic difference of latitude, and magnetic departure. Then find the course and distance, corresponding to this magnetic difference of latitude and departure; the course being corrected for the variation will give the true course, and the distance will be the true distance.

"EXAMPLE.—A vessel sails, by compass, S.S.W. five miles; E. by N. six miles; S.W. nine miles; and E.S.E. four miles; when the variation of the compass is 25° westerly; required her difference of latitude and departure.

"CONSTRUCTION. FIG. VII. Set off the true N.E. S.W. points as usual for the true compass; then 25° to the west of N. set off N. for the magnetic north, and draw through the centre C of the circle representing the horizon, the line N S meeting the circumference in S. Through C at right angles to N S draw W E meeting the circle in W and E. Then will N.E. S.W. be the magnetic cardinal points. To these set off the courses in the usual way, instead of setting them off to the true cardinal points. Let A be the place to which the vessel has arrived; then from A draw to C S (produced if necessary) the perpendicular A D; and C. D will be the magnetic difference of latitude, and A D the magnetic departure. Also from A let fall on C S (produced if necessary) the perpendicular A B; and C B will be the true difference of latitude, and A B the true departure.

"By the traverse table.

Courses.		Dist.	N.	S.	E.	W.
S.	39° ½ W.	5	———	3.86	———	3.18
S.	27 ¾ W.	3	———	2.66	———	1.40
S.	10 ½ W.	2	———	1.97	———	.36
S.	30 W.	10		8.49		4.94

"Now the difference of latitude 11.34, with the departure 1.32, gives a course of 6½° with a distance of 11½ miles. Because the departure is easterly, and the variation westerly, this course must be added to the variation of the compass, to obtain the true course, which will consequently be 31½°. Therefore, the true course is S. 31½° E. and the true distance is the same as the magnetic distance, 11½ miles. The difference

* It is proper to state, that the plates (eight in number) which are appended to this volume, are executed with great neatness, and apparent precision.—ED.

of latitude and departure answering to this course of distance, is 9.72 difference of latitude, and 6. departure.

" Had the departure and variation been both easterly, or both westerly, the difference of the magnetic course, and the variation of the compass, would have produced the true course.

" The foregoing plan is both more expeditious, and more correct, than the one usually practised."

Naval Poetry.

THE MACEDONIAN.

I.

THE Macedonian plough'd the seas,
And, quartering, felt the southern breeze;
The ruddy morning broke serene,
To leeward when a sail was seen,
That foreign aspect wore;
More plain discern'd, though yet afar,
The vessel lay prepared for war;
Of azure pil'd, with many a star,
An ensign bright she bore.

II.

The boatswain's whistle shrilly blew;
Loud beat the drum; the British crew
To quarters instant came.
Each, ardent, to his post repair'd;
The guns cast loose, the decks all clear'd,
Brave Carden for his rival steered,
A frigate but in name!
He gave the word; and on the foe
His thunder hurl'd, aloft, alow:
But, as Columbia's broadside blazed,
Th' astounding roar he heard amazed,
Yet onward held his course:——
Crouded her decks; from van to rear,
Her ponderous guns a two-fold tier;
The ships, which Albion's chiefs assign,
A station in th' embattled line,
Scarce own superior force!

III.

Nor blindly fearless, nor dismay'd,
Her prudent chief intent survey'd

His near approach; but deem'd it ill
To brave, at once, the strength and skill
Of British tars. He dared not close;
He knew the temper of his foes,
Their bold impetuous ire:——
But kept away beneath their lee;
With all his canvas steering free,
He led them long in fatal chace,
Preserv'd between a varying space,
And pour'd, though tending every brace,
One unremitted fire.

IV.

Too soon the Macedonian view'd
Her decks with shatter'd rigging strew'd;
Her wounded masts all tottering stood.—
And while her crew, of danger proud,
To splice their lifts or braces croud,
Or yarely stopper stay or shroud,
Or clear the guns of cumbering wreck;—
With many a sudden wound,
Th' observant foes their efforts check;
From rifles, sweeping every deck,
Howitz that sends, disdaining aim,
Its deathful shower in blast of flame,
Promiscuous fate they found!

V.

Columbia saw their wretched plight;
And back'd, and closed; full well she might!
And every nerve of battle strain'd.
The Briton still his fire maintain'd:—
With grief and rage his bosom burn'd,
As wounded to their posts return'd,
His brave lieutenants, and again,
With all their generous efforts vain,
Implored his last commands:——
He felt the Fisgards'* old renown;
Yet saw his stubborn band fought down;
To bouse their guns out now they *tried.*
Twas all:—they tugg'd, they bled, they died,
The tackles in their hands!

---

* Captain Carden was first lieutenant of the Fisgard, when she captured, after a severe action, L'Immortalite, a large French frigate, returning from the coast of Ireland, with 300 troops on board, besides her complement.

VI.

Now silent, shot a-head, the foe
Prepared to strike a deadlier blow,
Like eagle hovering o'er his prey.
A log the Macedonian lay,
Of half her hands bereft :——
Her yards were crippled every one ;
Her mizen mast, her topmasts gone ;
The happiest breeze could nought avail ;
For, of her sole remaining sail,
The bolt-rope scarce was left !

VII.

O leader ! spare the gallant few,
The remnant of thy faithful crew.
In conscious merit rest.——
Erect the hostile deck ascend :
The victor, proud to call thee friend,
Thy valour shall attest.—
And if, in times eventful round,
That chief in equal arms be found——
Ah ! meet not thus again.
To glut the spleen of ruthless Gaul,
By kindred hands shall heroes fall ?
No.—Soon those heroes, foes no more,
In fleets combined shall urge their power,
To sweep her from the main.——

WYNODE.

THE STORM.

OH ! cease ye ruthless spirits of the air,
That wild o'er ocean's mountain billows sweep,
Ah ! spare yon bark, her gallant seamen spare,
Benighted pilgrims on the starless deep.

Now mariners, methinks your cries I hear,
Now mark the wife's despair, the daughter's woe ;
I feel the palsied hope, the frantic fear,
The soul's dark presage, direr ills to know.

Thrice happy she, to whom with love-wing'd pace,
Flies the dear youth, she deem'd beneath the main ;
Oh ! raptur'd mother, to whose fond embrace,
The son, twice born, may twice redeem her pain.

Blest too (perchance, of fortune's power unknown),
Whose spirit pants the stranger's sigh to chace,
That banquets on the blessings not his own,
And hails with *brother's love* the human race.

Marine Law.

ADMIRALTY SESSIONS.

OLD BAILEY, DECEMBER 16, 1812.

SIR William Scott having charged the Grand Jury, the Court retired. At ten o'clock Sir William Scott returned, accompanied by Lord Ellenborough, Mr. Baron Thompson, and several Doctors of law. The Duke of Clarence was on the bench. The jury were then sworn to try the Marquis of Sligo, who appeared in court, and sat by his counsel, Messrs. Dauncey, Dampier, and Scarlett.

Mr. Dauncey stated, that his lordship wished to plead guilty as to part, and not guilty as to the rest; and wished, therefore, only one part now to be entered into.

Dr. Robinson, on the other side, was not unwilling to accede to this arrangement; but Lord Ellenborough said, that the indictment must not be garbled. He must plead guilty to the whole, or not guilty to the whole.

The indictment was then read, charging the Marquis with unlawfully receiving on board his ship William Elden, a seaman in the King's service, and detaining, concealing, and secreting him.—The second count charged him with enticing and persuading to desert the said seaman.—The third count, with receiving the said Elden, knowing him to have deserted.—There were other counts with respect to other seamen, and a count for an assault and false imprisonment.

Dr. Robinson, who opened the case for the prosecution, stated, that the defendant was a young nobleman, who was on his travels in the year 1810, and had touched at Malta, where he had been introduced to Captain Spranger; he wished to have a vessel of his own, and had hired a vessel called the Pylades. He had received assistance from Captain Spranger in the outfit of his vessel, and had been in the habit of being carried backwards and forwards in the captain's boat by four picked men: before the vessel of Captain Spranger left that station, two of these men were missing. Suspecting that they might have been received into the service of the Marquis, Captain Spranger paid him a visit; but, not obtaining any information respecting them, he left his lordship, and sent him a description of the persons of his men who were missing, desiring the Marquis to send them to Malta, if they should come to him.

It would appear in evidence, that they had been accosted by the defendant's servants at Malta, and by them made drunk, and in that state had been conveyed aboard his vessel. On the 13th of May the vessel sailed to Palermo, and from thence to Messina. There constraint was exercised towards them. At Messina his lordship obtained a protection for them for six months, inserting fictitious names in the list. The vessel then proceeded on its course, and on the 30th of May was boarded by a boat from H. M. ship Active. The officer of that ship had heard rumours of deserters

being on board the Pylades, and sent a lieutenant and a midshipman to search the defendant's vessel. The men, it would appear, were secreted, and, consequently, could not be found. The defendant then went, by Milo, to Patmos, where ten of the crew were allowed to go on shore for two or three days, and it was told them that the vessel would not sail for thirteen days: the same evening, however, it sailed without them, leaving them in the greatest distress. They went to Scio to the British Consul, who took them in a boat to the vessel of the Marquis; but he would take only four of them, and left the rest to find their way back to England as they could.

Captain Spranger was the first witness examined for the prosecution. As far as related to himself, his evidence corresponded with the opening statement of Dr. Robinson. To the description of the men, which he sent to his lordship, he received no immediate answer; but, some time afterwards he received a letter from the Marquis of Sligo, in which his lordship stated, that, in the course of his voyage he found he had on board some men-of-war's men, and that he was determined to send them on shore the first opportunity: whatever expenses he might incur on their account, he should put down to the score of humanity. He thought this explanation necessary to Captain Spranger, who had treated him like a gentleman: but the other captain, who complained, he should not notice.

Cross-examined by Mr. Dauncey.—Said it was usual for men on foreign stations to offer themselves for other service; he believed Lord Sligo had offered permission to search his ship.

William Elden deposed, that he had been gunner's mate on board the Montague, lying off Malta, in May, 1810; he was on shore at Malta, with leave, on the 13th of May, and his leave being out, was returning with his comrades to the ship; they went into a public house to see if there were any of their shipmates to go with them; saw two persons in livery, but did not know them, though he had since found them to be the Marquis's servants. They drank together, and got so intoxicated that he does not know how he got on board the Pylades: when sober, he found himself in the pump-well of that vessel, which was then under weigh: he saw there, also, two of his shipmates, Fisher and Brown; and going on deck, saw M'Dermot, Thompson, Cooke, Fisher, and Browne. Lord Sligo took an active part in the management of the vessel, and assigned to them all their duties. At Palermo, he asked Lord Sligo for leave to go on shore, to get clothes; his lordship gave him five 4-dollar pieces for wages; he went on shore and returned, not surrendering himself to any king's ship. At Messina he begged leave to quit the Pylades, and offered to return all the money and clothes he had: his lordship would not suffer him. They were afterwards chased by the Active frigate and a brig, were brought to, and a king's boat came along side. Lord Sligo desired the witness to go below, who said, he would rather stay where he was; the rest were then below: Lord Sligo left him for a few minutes; but returned and told him, he must go down: he then went down into the after-hold underneath the cabin,

where were the rest of the seamen of the Warrior and the Montague. In about half an hour they were called up. They then proceeded to Patmos, where he and some more had leave of absence for a few days. The next day Lord Sligo sailed, without giving them any notice, and left him and six more in great distress. They got a boat, but could not overtake the Pylades: they then went to Scio, and went with the British Consul to the Pylades, but Lord Sligo refused to take them in. He took four of them on board. The witness had been since tried, and sentenced to receive 200 lashes, but his punishment had been remitted.

T. Fisher, cockswain of the Montague, deposed to the same effect; but, on his cross-examination, he said that none chose to leave the Marquis at Messina, when he gave them the option. The signal for sailing had been hoisted at Patmos, and a gun fired: never heard Lord Sligo say they were a troublesome crew.

Richard Cooke, of the Montague, underwent a long cross examination, in which he confessed, that he said that on Lord Sligo's refusing to take them in at Patmos, that it should be a sorrowful day for him.

Captain Hayes (lieutenant of the Active at the time of the search); Lieutenant Hawkey, one of the midshipmen; and Lieutenant Loo, deposed to the circumstances of searching the Pylades.

The evidence for the prosecution having been gone through, Mr. Dauncey addressed the Jury on behalf of the defendant. He did not, however, stand forward to defend the whole of the conduct of his noble client, who, though prepared to prove that he had not seduced these men from the King's service, yet was ready to acknowledge, that they had remained with him, and he had not given them up when he had reason to suppose that they were deserters. At the time when all this happened, Lord Sligo was a very young man, hardly come of age. The accusation began with a charge, that all these fourteen or fifteen men had been seduced to desert from the King's ships lying at Malta, by his lordship. On that part of the charge his lordship did not feel himself guilty. He had neither seduced, nor knowingly received into his brig, the men who belonged to the Warrior, at Malta. Why, indeed, should he have taken the pains to seduce persons who were in the habit of leaving the King's ships daily at that station? Even according to the evidence of Captain Spranger of the Warrior himself, the seamen were for ever doing so. If, then, these seamen came on board the Pylades not as deserters, there was an end at once of the charge of seduction. The learned counsel then particularly dwelt on the expression that had fallen from one of the seamen, when refused to be received again into the Pylades, that that should prove an unfortunate day to his lordship, as arguing a determination to be revenged, by blackening the character of his noble client. Some of the witnesses had declared, that they were taken on board Lord Sligo's brig in a state of intoxication; and one of them went so far as to assert, that they were kept there against their consent. What, then, was to prevent them from leaving, and going ashore, the moment the vessel reached Palermo? At Palermo the crew was mustered and examined by an officer from the Cumberland, then lying there, and who was sent in search of a

deserter. Had his noble client been conscious of having seduced these men to desert, would he have submitted them to the inspection of that officer? There was one charge attempted to be insinuated by the evidence of the witnesses, which he must rebut with indignation. It was this, that when the Pylades reached the Island of Patmos, his client left these men on shore, deserted, without money or clothes, that their testimony might not at any future time be given against him. How did this turn out on the cross-examination? Why it appeared, that there were only five or six men left at Patmos, while the rest of the fourteen deserters came off in the Pylades, whose testimony would have been quite sufficient, and therefore the imputation was as false as malignant. The fact was, as he should prove, that every signal of departure was given these men; the blue Peter was hoisted, two or three guns were fired, and the ship made tacks off the island the greater part of the night, that these men might come on board if they pleased. When the Pylades afterwards touched at Scio, these same men came off in a boat with the English Consul; and though Lord Sligo refused to receive all of them on board, yet all their clothes were handed to them, and they received their wages, though they were entitled to none, as having broken their contract, and left the ship. These seamen not only had their clothes and their money, but they were put into the way of going back to Malta, the place from whence they came. It was on this occasion, that one of the witnesses declared it should prove a most unfortunate day to his lordship; and full of this rancour they got back to the vessels from which they had deserted. Hence originated the present enquiry; and though these men have been sentenced to a certain punishment, yet they hope, and probably with reason, that it never will be inflicted. One of the witnesses, of the name of Cooke, had acknowledged that he was hired at Malta, by a servant of Lord Sligo; but what would the Jury say, when they heard, as they should hear, that this man offered himself, and voluntarily went on board the Pylades?

In the course of his speech, the learned counsel dwelt, at considerable length, on the circumstances of the letter which had been sent by the defendant to Captain Spranger. The transaction, said he, (addressing the Jury) you will observe, takes place in May, 1810, and the date of the letter in question is the 10th of November, of that same year. The place from whence it is dated is Constantinople. It is addressed by Lord Sligo to Captain Spranger, a gentleman whom he had not the most distant desire of injuring; but whom he was conscious he would have injured if he had intentionally taken any one of his men, and seduced them from the service into which they had engaged themselves. That he had on board two of the men then in question never has been denied. Now observe what was the conduct of Lord Sligo long before he came to this country, or this prosecution was instituted, a conduct which shews best the state of his mind, and which is best described by reading the letter itself, a mode which I adopt as affording me a right to say, that it is a letter which ought to be taken altogether, and that those passages relating to his lordship's honourable feelings are to be attended to as much as any of the other passages

therein contained. My learned friend, when he adverted to this letter, was keeping back one fact when he was disclosing another, under the supposition that they were nearly of the same import. The first observation is, that Lord Sligo had previously written another letter to Captain Spranger, which we are to suppose never had arrived, otherwise it would have been produced. The letter which was afterwards written in November, 1810, is conceived in these words, " *My dear Sir*," not the language one would use to a person intended to be injured, but rather the language of one acknowledging obligations which it was not in his nature to forget, and which I trust will be evident to you. He then goes on to say, " for fear my former letter to you should have miscarried, I write this, which will go by a more sure conveyance, and I am more anxious you should receive it, as it contains an explanation of my conduct with regard to two men who left the Warrior, and who afterwards came on board my brig. I desired my servant when in Malta, to collect all the English sailors he could find, *not men-of-war's men.*" Such, Gentlemen, you will observe, are the directions which My Lord Sligo gave his servant, and I will call before you that servant himself, who will verify, upon oath, the instructions so given him. His lordship then proceeds, " to bring them to me to engage them: while I was on shore they brought me seven or eight, whom I engaged and sent on board." Now, Gentlemen, I beg to observe that none of those men here alluded to are those forming any part of the prosecution. " They brought me seven or eight, whom I engaged, and sent on board. On the evening and day of my departure from Malta, about eleven or twelve men came on board, most of them just after I was out of harbour, and entered with me:" this, Gentlemen, is so much for antecedent *seduction*—' and entered with me.' I do not pretend to deny, that before I got to Messina, I had considerable suspicions that I had men-of-war's men, but declared upon my honour that I had not the slightest idea of the Warrior's men." Those two may have been the Montague's men; and none of the Warrior's men; then, Gentlemen, he says, " One man I recognized as having belonged to the Sheerwater brig, and I sent him off at Messina;" and so the evidence of this day shews, as only one man has been stated to have been discharged, and the instant he was discharged, he might have gone and given all the information which the others imagine could have been given—" indeed, had I not had that intent, his own conduct would have forced me to have done so, and I eagerly embraced the opportunity, though he had his wages paid in advance. Shortly after, I met the Active frigate at sea, and then discovered the precise number of men-of-war's men I had on board, and learnt then, by accident, that I had the very two men on board that I had promised you not to take." Observe, gentlemen, that it was at that particular time his Lordship first discovered that he had those very men on board who were the two deserters from Capt. Spranger's ship, and in search of whom that officer had come on board the brig, and whom he afterwards described, but from that description Lord Sligo never could have discovered them.—His lordship then goes on to state, " but even then, if my life had depended on it, I could not have guessed which were they;"—and the only evidence, Gentlemen, which you have had

to the contraty was, because these men had for some time rowed the gig in which Lord Sligo and Captain Spranger used to be conveyed to the shore; and from that circumstance it has been inferred, that his lordship should necessarily have known them: upon this I shall only say, God help those who have not memories so good as seems by some to be here expected.—This letter then goes on thus:—"I determined, however, to get rid of the whole of the men the first port I got into, where they could find any ships; for I don't wish it to be believed, that when they formally declared what they were when the frigate boarded me, that I would turn informer against them." Now, Gentlemen, that is the part of the letter and of the case which made me hesitate in stating the word *ought*, which came across my mind in a previous part of these proceedings. If we are to lay down abstract principles to bind a man, be it so; but if the world could be so constructed, I don't say that it would be happier, even if we could always do so; but this I say, that to turn informer is not an office which any man, whose mind has a single spark of humane feeling about it, would not hesitate in adopting. His lordship gave an opportunity to every one of these men to declare themselves; and he states in the letter, "I don't wish it to be believed, that when these men formally declared what they were when the frigate boarded me, that *I would* turn informer against them." Gentlemen, I had put for the phrase *would* the word *ought*; *could* I may put if you like; take it either way. Could you have expected under such circumstances he could have acted otherwise? Observe me always, that I am not reasoning abstractedly as to what he *ought to have done*, but I put it to you if he could have said, "I have you completely in my power, and, therefore, I will betray you;" perhaps, in legal strictness, his lordship ought to have said and done so, but I know that many a man would not have done so, and I don't know for one, how I myself, or any of you, should have felt when we came to acquire a similar situation. His lordship states, that he concealed these men, and when does that concealment take place? It takes place when the Active frigate boards them: you will observe that his lordship had, upon a former occasion, called up all the men upon deck, and said to them, "let those go who wish to go, for I want none but volunteers." What was the conduct of these men upon that occasion? These men had chosen to stand by him, and then, in return, his lordship had the virtue not to betray them. This virtue may be deemed a species of Roman virtue, a virtue which I cannot but respect.—Mark me, Gentlemen, I don't say that his lordship ought not to have acted *otherwise*, but again I repeat, that it cannot be looked upon as very criminal, that he *did not*. If his lordship had kept these men from the first moment of their coming on board, his feelings might have been very different: but keeping them under the circumstances which I have stated, the sensation must have been that which he has shewn he felt upon the occasion. But why does he do this? It is said that he did all this in order to screen himself: but, Gentlemen, follow his lordship through the letter, and see whether he was at that time endeavouring to screen himself; that same letter in which his lordship's words have been as it were tortured into an accusation. His lordship continues that letter, and

says, upon the subject of *turning informer*, "No! I concealed them, and if I shall, on account of *that*, be obliged to pay any sums of money, I shall put them down to the score of humanity, and glory in it." Now, Gentlemen, this particular paragraph has been put to you, by my learned friend, as if his lordship were to be supposed, and suspected to be glorying in *crime*: it is not so. Lord Sligo, on the contrary, says, "I shall glory in the humanity of my conduct in this transaction, and consent to pay every penalty that may be incurred by my doing so!" He says, in substance, "the punishment I shall probably have to suffer, will be but the payment of a fine, but the lashes which you will have to endure, will be left as marks of ignominy and disgrace upon your backs, and may, on that account, be much more distressing for you to tolerate." Have the witnesses who have appeared before you this day, heard of this? One of them, the most acrimonious, if I am not mistaken, said, Lord Sligo gloried in it, and stated, that Lord Sligo, to his knowledge, said, that he would rather pay 10,000*l.* or 15,000*l.* than that these men should suffer, and yet, that very man has said, in addition to that, all that you this day have heard. No, Gentlemen, let not such a construction be put upon this letter; all that I ask is, let this letter be fairly construed, and then you will find, that Lord Sligo is not the man who glories in a wrong or a dishonourable action; at least you will find, that such was his lordship's conviction at the time of doing it.

But afterwards, when he suspects he may be deemed by his country to have done wrong in concealing these men, he tells them the motives and the reasons which will enable him to pay that money cheerfully, which he may be called upon to pay, as penalty incurred for misconduct. He tells them, "I shall put these sums down to the score of humanity, and glory in saving from punishment, that part of my crew, who were so concealed." Now let us proceed farther; "with regard to your men alone, I do wish to defend my conduct, as I feel many obligations, towards you, for your kindness to me at Malta." You observe, Gentlemen, that Captain Spranger was at this time likely to be swayed by a hostile feeling towards Lord Sligo, and his lordship, I have no doubt, felt, or suspected that he had injured that officer, and, therefore, was anxious to set himself right in his estimation, for, knowing him to be a gentleman, he says, he should be sorry that his character should lay under any imputation in that gentleman's opinion. Then follows that part of the letter which I wish sincerely, Gentlemen, had never been read, as it is not in reality relative to the cause. It is this—"but as to that other captain in the navy, who has, perhaps, more reason to complain, inasmuch as more of his men came on board, I have not sufficient respect for him to make it worth my while to explain my conduct to him; should he bring it forward in a court of justice, I shall do what I can to defend myself, and, if I cannot, I thank God, that I am in a condition to pay whatever fine may be imposed upon me, without inconvenience," as Gentlemen, the meaning of this is, "I have erred, I regret it; I tell you, Captain Spranger, that I have done so; but, in your opinion, I beg I may be justified, if, in consequence of what I have done in the heat of the moment; if it be a crime, then I may be punished for it, but if I

am to pay for the concealment of the crew, I thank God I am able to pay it without inconvenience." His lordship then concludes by saying, "may I request a line in answer, as it would be satisfactory to me to know that you have received this." Now as to that other officer, to whom his lordship alluded in that letter to Captain Spranger, in which he observes, that he did not feel himself called upon to make the same explanation, Lord Sligo wrote to him, Captain Mowbray, and says to Captain Mowbray in this letter, "Sir, I take the liberty of addressing you on a subject which involves a great deal of error on my side, and for which I am anxious to make any honourable reparation. Having heard that you had repeatedly made use of language respecting me, more personally injurious than even the existing circumstances would justify, I was induced in the course of a letter which I had occasion to address to Captain Spranger, to make use of some harsh expressions respecting you. Having now, however, been universally assured of the falsity of such report, I avail myself of the earliest opportunity of withdrawing every thing which might be deemed offensive, and of voluntarily offering you an apology for what I had said, as well as for the circumstances which have occasioned so much dissatisfaction. My conduct with respect to the men from your ship, I do not attempt to excuse nor to palliate. I entirely acknowledge my error there, but, at the same time, I cannot in justice to myself, refrain from stating, that, of the facts alleged to my prejudice before the court of inquiry, some have been misrepresented, and others grossly exaggerated; and I beg leave to add, that were evidence now admissible, I could adduce the testimony of several respectable persons in proof of what I advance." Now, Gentlemen, upon the last letter I have only to observe, that Captain Mowbray felt himself quite satisfied with the explanation therein stated. I only mention this circumstance as it arises from the letter, and the expressions it contains, being stated publickly, lest it might be misconceived. I trust I shall be excused for having added these latter circumstances to the case which has been stated to you.

The learned council next observed, that, in the indictment his client was charged with disloyally meaning to weaken his Majesty's navy, by the seduction of these seamen. This might be called the mere technical language of the charge; but surely the circumctance of a young nobleman hiring and manning a brig, on an excursion of pleasure and liberal curiosity, had not the most distant resemblance of such an intention. So far was he from any wish to lower the British flag, that he even procured a letter of marque for his vessel, from the wish of making the crown and navy of England more respected in all those islands which he meant to visit. But who was the man thus technically charged with the disloyal design of lowering the British navy; it was Lord Sligo, a nobleman of high rank, the grandson of Lord Howe, who had carried to so high a pitch the glory of that navy. Surely then, his client, from the illustrious blood which ran in his veins, must have been the last man who could have entertained such an idea. Mr. Dauncey concluded his speech by admitting, on the part of his client, that he had offended against the letter of the law; he was only anx-

lous to be liberated from the charge of deliberate seduction; and so far at least, he trusted the jury would deliver a verdict in his favour.

*** In the continuation of this trial, which will be resumed in a succeeding part of the volume, the leading evidence on the part of the defendant, the sentence of the court, &c. will be given.

At a Court Martial held on board H.M.S. Zealous, in Hawke Road, off Gottenburgh, the 21st October 1812.

PRESENT.

Thomas Boys, Esq. Captain of H.M.S. Zealous, and second Officer in the command of H.M. Ships and Vessels in Hawke Road, President.

Captains.

Philip Dumaresque. William Bowles.
James Deans Dundas. Philip Pipon.

George Thorn, Deputy Judge Advocate.

The Court, pursuant to an order from Sir James Saumarez, Bart. and K.B. Vice-admiral of the Red, and Commander in Chief, &c. &c. &c. dated the 19th day of October 1812, and directed to Thomas Boys, Esq. captain of H.M.S. Zealous, and second officer in the command of H.M. ships and vessels in Hawke Road, having been duly sworn, proceeded to the trial of Lieutenant William Elletson King, commander of H.M. late gun brig Centinel, and that of his officers and crew, for the loss of the said gun brig, off the north east end of the Island of Rugen, on the night of the 10th of October, 1812; and having read the narrative and heard the evidence given in corroboration of the facts therein stated, and very maturely and deliberately weighed and considered the same, the Court is of opinion that the loss of the said gun brig was occasioned by extreme thick weather, that prevented their seeing the land for thirty-six hours, together with the violence of the currents, which drove them and the whole of the convoy, as well as many other vessels, on the coast of Rugen, where the said gun brig was wrecked. The Court is of opinion, that no blame whatever is attached to Lieutenant William Elletson King the commander, the officers or company of the said gun brig Centinel, for their conduct on the occasion of her loss: and doth, therefore, adjudge the said Lieut. William Elletson King, the officers and crew, to be fully acquitted; and the aforesaid officers and company are hereby fully acquitted accordingly.

Signed by the Court.

Extract from the Minutes of the Court Martial.

A member of the Court addressed the Court to the following effect:—

"I had an opportunity of seeing the Centinel lying completely destroyed under the high land of the Island of Rugen, and I am of opinion that great credit is due to Lieutenant King, for so completely destroying her and

bringing his people off, commanded as he was by the enemy's musketry on the heights, within half musket shot."

December 14. A Court Martial was holden on Lieutenant R. N. Marley, of H.M.S. Alfred, at Portsmouth, for giving orders for defacing the King's pistols, belonging to the said ship, and for altering the same, not only for his own private use, but for the use of other persons, contrary to the rules of the service. The Court agreed that the charges had been in part proved; but, in consideration of his former good character, and the wounds he had received in the public service, did adjudge him only to lose two years rank on the list of lieutenants of the royal navy, to be severely reprimanded, and to be admonished to be careful of H.M. stores in future. —Admiral Hargood, president.

NAVAL HISTORY OF THE PRESENT YEAR, 1812-1813.

(December—January.)

RETROSPECTIVE AND MISCELLANEOUS.

THE "*Letter on Service*," recording the capture of the *Macedonian*, which was announced at page 507 of the preceding volume, will be found in a subsequent page. The circumstances were such as are universally deemed honourable to Captain Carden and his brave crew. The opponent of the Macedonian is a frigate in name only,—she had four hundred and seventy men on board, and every broadside she fired eight hundred and forty-six pounds of shot, which is two hundred and ninety four pounds more than the Macedonian, and one hundred and eighty eight pounds *more* than an English *sixty-four gun ship*!—We cannot, however, but lament the event.—The Americans will consider her as a proud trophy to the valour and skill of their *frigate*. Lieutenant David Hope, of whom such honourable mention is made in Captain Carden's letter, is the same officer who conducted an attack upon some French armed vessels in the boats of his Majesty's ship Freya in the West Indies, two years ago, and for which gallantry he was recommended by his Captain John Hayes, and the commander-in-chief, Sir Alexander Cochrane, to the Admiralty for promotion.

Copy of a Letter from Commodore Rodgers, to the Secretary of the American Navy.

"SIR, *U. S. Frigate President, at Sea, Oct.* 17, 1812.

"I have the honour to acquaint you, that on the 15th inst. near the grand bank, this ship, the Congress, in company, captured the British king's packet, Swallow, J. Morphew, commander, bound from Kingston, Jamaica, to Falmouth. The rank of commander of this vessel, is that of a master and commander in the navy. She had no cargo in, except eighty-one boxes of gold and silver, amounting to between one hundred and fifty, and two

hundred thousand dollars. The specie I took out of her, and had intended sending her to England in the character of a cartel, with her own crew. Having fallen in at this moment, however, with the American schooner, Eleanor, bound from Baltimore to France, dismasted, induced me to change my first determination, and instead of sending her to England, have sent her to the United States, in charge of the master and crew of the before mentioned schooner, who, at the moment of writing this, have charge of the Swallow, with the schooner in tow, but which, as soon as the weather will permit, they intend abandoning, after having taken her cargo on board the Swallow. I parted company with the United States and Argus five days since; they are not, however, far from me at present, I apprehend. We have not seen a single British vessel of war as yet, except one frigate, which the want of wind and the approach of night prevented our chasing with any effect; although, from information afterwards received, we must have passed very near a squadron of five frigates, the evening preceding that on which we saw the one before mentioned. I have the honour to be, &c.

" JOHN RODGERS."

Ships paid off in January.

Ships.	*Guns.*		*Ships.*	*Guns.*	
Kent	74	At Plymouth.	Plantagenet	74	At Chatham.
Northumberland	74	At Portsmouth.			

Ships commissioned in January.

Lacedemonian	38	Capt. Jackson	Havock	14	—— Forbes
Doris	36	—— O'Bryan	Archer	14	—— ——
Dispatch	18	—— Galloway	Whiting	10	Lieut. Hayes

Ordered to be built in India.

Trincomale..... 38 Carnation..... 18

The Culloden, 74, is taken into dock at Plymouth, to be partially cut down, to act as a frigate on the coast of America.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, DECEMBER 26, 1812.

Copy of a Letter from Admiral the Right Hon. Sir John Borlase Warren, Bart. K. B. Commander in Chief of H. M's. Ships and Vessels on the North American Station, to John Wilson Croker, Esq. dated at Halifax, 18th November, 1812.

SIR,

I BEG leave to transmit copies of letters from Captain Whinyates and Captain Sir John Beresford; the former giving an account of the capture of H. M's. brig Frolic, by the American ship sloop of war Wasp, after a hard contested action; and the latter, acquainting me with the recapture of the Frolic, and of his having at the same time taken the Wasp,

both of which were conducted to Bermuda by the Poictiers; from whence I shall send further particulars for their Lordships' information the moment I can learn them.

I have the honour to be, &c.

JOHN BORLASE WARREN.

SIR, *H. M's. Ship Poictiers, at Sea, October* 23, 1812.

IT is with the most bitter sorrow and distress I have to report to your Excellency the capture of H. M's. brig Frolic, by the ship Wasp belonging to the United States of America, on the 18th inst.

Having under convoy the homeward bound trade from the Bay of Honduras, and being in latitude 36° N. and 64° W. on the night of the 17th, we were overtaken by a most violent gale of wind, in which the Frolic carried away her main yard, lost her topsails, and sprung the main top mast. On the morning of the 18th, as we were repairing the damages sustained in the storm, and re-assembling the scattered ships, a suspicious ship came in sight, and gave chace to the convoy.

The merchant ships continued their voyage before the wind under all sail; the Frolic dropt astern, and hoisted Spanish colours, in order to decoy the stranger under her guns, and to give time for the convoy to escape. About ten o'clock, both vessels being within hail, we hauled to the wind, and the battle begun. The superior fire of our guns gave every reason to expect its speedy termination in our favour, but the gaffa head-braces being shot away, and there being no sail on the main-mast, the brig became unmanageable, and the enemy succeeded in taking a position to rake her, while she was unable to bring a gun to bear.

After lying some time exposed to a most destructive fire, she fell with the bowsprit betwixt the enemy's main and mizen rigging, still unable to return his fire.

At length the enemy boarded, and made himself master of the brig, every individual officer being wounded, and the greater part of the men either killed or wounded, there not being twenty persons remaining unhurt.

Although I shall ever deplore the unhappy issue of this contest, it would be great injustice to the merits of the officers and crew, if I failed to report that their bravery and coolness are deserving of every praise; and I am convinced, if the Frolic had not been crippled in the gale, I should have to make a very different report to your Excellency. The Wasp was taken, and the Frolic re-captured the same afternoon, by H. M's. ship the Poictiers. Being separated from them, I cannot transmit at present a list of killed and wounded. Mr. Charles M'Kay, the first lieutenant, and Mr. Stephens, the master, have died of their wounds.

I have the honour to be, &c.

To the Right Honourable Sir J. B. Warren, Bart. &c. T. WHINYATES.

H. M's. Ship Poictiers, at Sea, October 18, 1812.

SIR,

I have the honour to acquaint you, that H. M's. ship under my command has this day captured the American sloop of war Wasp, of twenty guns, Captain Jacob Jones, and re-taken H. M's. brig Frolic, Captain Whinyates, which she had captured, after an action of fifty minutes. I have thought it my duty to collect the Frolic's convoy, and to see them in safety to Bermuda.

The conduct of Captain Whinyates, who I regret to say is wounded, and of his crew appears to have been so decidedly gallant, that I have

been induced to continue him in command of the Frolic, until your pleasure is known.

I have the honour to be, &c.

Admiral Sir J. B. Warren, Bart. J. P. BERESFORD.
K. B. Commander in Chief, &c.

Extract of a Letter from Captain Broke of H. M's. Ship the Shannon, addressed to Admiral Sir John Borlase Warren, and transmitted by the Admiral to John Wilson Croker, Esq.

H. M's. Ship Shannon, at Sea, 31*st Oct.* 1812.

SIR,

I have the satisfaction of informing you, that the squadron under my orders this day captured the Thorn American privateer brig, of eighteen guns, long nine-pounders, and one hundred and forty men, quite a new vessel, upon her first cruise; she was three weeks out from Marblehead.

DECEMBER 29.

Copy of a Letter from Captain John Surman Carden, late Commander of H.M.S. the Macedonian, to John Wilson Croker, Esq. dated on board the American Ship United States, at Sea, the 28*th October* 1812.

SIR,

It is with the deepest regret I have to acquaint you, for the information of my Lords Commissioners of the Admiralty, that H.M. late ship Macedonian was captured on the 25th instant, by the United States ship United States, Commodore Decatur, commander; the detail is as follows:

A short time after daylight, steering N.W. by W. with the wind from the southward, in lat. 29° N. and long. 29° 30′ W. in the execution of their Lordships orders, a sail was seen on the lee beam, which I immediately stood for, and made her out to be a large frigate under American colours: at nine o'clock I closed with her, and she commenced the action, which we returned; but, from the enemy keeping two points off the wind, I was not enabled to get as close to her as I could have wished. After an hour's action the enemy backed and came to the wind, and I was then enabled to bring her to close battle; in this situation I soon found the enemy's force too superior to expect success, unless some very fortunate chance occurred in our favour; and with this hope, I continued the battle to two hours and ten minutes; when, having the mizen-mast shot away by the board, topmasts shot away by the caps, main-yard shot in pieces, lower-masts badly wounded, lower rigging all cut to pieces, a small proportion only of the foresail left to the fore-yard, all the guns on the quarter-deck and forecastle disabled but two, and filled with wreck, two also on the main-deck disabled, and several shot between wind and water, a very great proportion of the crew killed and wounded, and the enemy comparatively in good order, who had now shot ahead, and was about to place himself in a raking position, without our being enabled to return the fire, being a perfect wreck and unmanageable log; I deemed it prudent, though a painful extremity, to surrender his Majesty's ship; nor was this dreadful alternative resorted to till every hope of success was removed, even beyond the reach of chance, nor till, I trust their Lordships will be aware, every effort had been made against the enemy by myself, my brave officers and men: nor should she have been surrendered whilst a man lived on board, had she been manageable. I am sorry to say our loss is very severe; I find, by this day's muster, thirty-six killed, three of whom lingered a short time after the battle; thirty-six severely wounded, many of whom cannot recover; and thirty-two slightly wounded, who may all do well. Total, one hundred and four.

The truly noble and animating conduct of my officers, and the steady

bravery of my crew, to the last moment of the battle, must ever render them dear to their country.

My first lieutenant, David Hope, was severely wounded in the head, towards the close of the battle, and taken below; but was soon again on deck, displaying that greatness of mind and exertion, which, though it may be equalled, can never be excelled; the third lieutenant, John Bulford, was also wounded, but not obliged to quit his quarters; second lieutenant Samuel Mottley and he deserve my highest acknowledgments. The cool and steady conduct of Mr. Walker, the master, was very great during the battle; as also that of Lieutenants Wilson and Magill, of the marines.

On being taken on board the enemy's ship, I ceased to wonder at the result of the battle. The United States is built with the scantling of a 74-gun ship, mounting thirty long 24-pounders (English ship guns) on her main-deck, and twenty-two 42-pounders carronades, with two long 24-pounders, on her quarter-deck and forecastle, howitzer guns in her tops, and a travelling carronade on her upper deck; with a complement of 478 picked men.

The enemy has suffered much in masts, rigging, and hull above and below water; her loss in killed and wounded I am not aware of, but I know a lieutenant and six men have been thrown overboard.

Enclosed you will be pleased to receive the names of the killed and wounded on board the Macedonian; and have the honour to be, &c.

To J. W. Croker, Esq. Admiralty. JNO. S. CARDEN.

List of Officers and Men Killed and Wounded on board H.M.S. Macedonian, in Action with the United States.

Killed.

Mr. James Holmes, boatswain; Mr. Thomas James Nankivel, master's mate; Mr. Dennis Colwell, school-master; William Brown, boatswain's-mate; John Storvey, captain forecastle; John Wells, captain fore-top; Joshua Newell, captain mast; Alexander Johnson, seaman; John Pierson, do.; John Smith (1), do.; William Hodge, do.; William Aldridge, do.; John M'Wiggan, do.; John King, do.; Thomas Curtis, do.; George Watson, do.; Thomas Hutchinson, do.; John Card, do.; Thomas Kayton, do.; George Insliff, do.; William Shingles, do.; James Beat, do.; John Hill, do.; John Wallis, do.; James Kelly, do.; James Warren, do.; Joaquin Joze, Joze de Compass, boys; John Johnson, serjeant of marines; Phillip Molloy, private; Edward Skinner, do.; Mathew Jackson, do.; William Firth, do.; William Miller, do.; Hugh Hughes, do.; William Pillipan, do.

Wounded.

Lieutenant David Hope, severely; Lieutenant John Bulford, slightly; Mr. Henry Roebuck, master's-mate, do.; Mr. George Greenway, midshipman, severely; Mr. Francis Baker, volunteer, 1st class, slightly; Samuel Latchford, sail-maker, do.; James Bulgin, armourer, do.; James Nichols, quarter-master, dangerous; John Lane, captain fore-top, severely; Thomas Homer, captain mast, do.; Peter Johnson (1), captain after-guard, slightly; Thomas Richards, sailmaker's-mate, severely; Elias Anderson, seaman, severely; Richard Stone, do. do.; Thomas Dowler, do. do.; Jacob Logholm, do. amputated leg; George Griffin, do. severely; Andrew Thorn, do. slightly; James Fenwick, do. do.; Thomas Ryan, do. severely; John Bates, do. slightly; Philip Reed, do. amputated leg; William Biggs, do. severely; John Gordon, do. slightly; Charles Hand, do. severely; Giles Edmonds, do. slightly; Richard Hiffern, do. do.; Thomas Whitaker, do. dangerously; James Duffy, do. slightly; James Smith, do. dangerously; George Glase, do. slightly; Thomas Storkhill, do. dangerously, since dead;

Emanuel Isaacs, do. severely; William Burnett, do. dangerously; Daniel Eagle, do. severely; James M'Carthy, do. slightly; John Wilson (1), do. severely; John Active, do. slightly; Thomas Steward, do. do.; Michael Beeby, do. do.; Robert Nichols, do. dangerously, since dead; Andrew Smith, do. slightly; Thomas Turner, do. do.; Mathew Davison, do. severely; David Connor, do. dangerously; John Lala, do. severely; Thomas Jenkins, do. slightly; Richard Suddenwood, do. severely; David Nolton, do. slightly; Lawrence Mulligan, do. do.; Thomas Gray, do. severely; Daniel Nailand, do. slightly; Thomas Willicott, do. do.: Charles M'Gibbons, do. do.; Thomas Budd, do. severely, James Scratchley, boy, do.: Robert Hatherley, do. do.; John Jordan, boy, amputated leg; Robert Sneddon, do. do.; John Duckworth, private marine, severely; John Butland, do. slightly; William Reynolds, do. do.; Benjamin Harrison, do. do.; Lancelot Mills, do. severely; Thomas Cox, do. do.; Igdaliah Holding, do. slightly; Samuel Browning, do severely; Johan Kells, do. severely.

Killed, 36; severely wounded, 36; slightly wounded, all likely to recover, 32.—Total, 104.

JOHN S. CARDEN, Capt.

Copy of a Letter from Captain Burdett, of H.M.S. the Maidstone, addressed to Vice-admiral Sawyer, and transmitted by Admiral Sir John Borlase Warren to John Wilson Croker, Esq.

SIR, *H.M.S. Maidstone, at Sea, Oct. 17, 1812.*

I have the honour to inform you, that this afternoon, in latitude 41 deg. 30 min. N. and longitude 66 deg. 43 min. W. on Saint George's Bank, H.M.S. under my command, with the Spartan in company, captured the American privateer brig Rapid, of fourteen guns (carronades of different calibres, with two long sixes), and a complement of 84 men, after a chase of nine hours (blowing fresh), during which he threw eight of his guns overboard, and cut his boat from the stern.

I find she had been three days from Portland, but had made no captures; she is coppered and copper fastened, stored and victualled for a three months' cruize, which I learn by the captain's instructions from his owners, was to have been first off the Azores, Madeira, the Cape de Verde Islands, and from thence off Cayenne, and so to have returned to windward of Barbadoes. I have the honour to be, Sir, &c.

GEORGE BURDETT, Captain.

JANUARY 2, 1813.

Copy of a Letter from Captain Downie, of H.M. sloop the Royalist, addressed to Vice-admiral Foley, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *H.M sloop Royalist, in the Downs, Dec. 30, 1812.*

I beg leave to state to you that H.M. sloop Royalist, under my command, captured, at eleven o'clock last night, off Hythe, the French lugger privateer Le Rusé, of sixteen guns and sixty-five men. She is a very fine and entirely new vessel, on her first cruise, and had not made any capture.

The enemy had one man killed, one wounded, and the main-mast shot away before he struck.

I have the honour to be, Sir,
Your most obedient servant,

GEO. DOWNIE.

To Thos. Foley, Esq. Vice-admiral of the Blue, Commander in Chief, &c. Downs.

JANUARY 5.

Rear-admiral Sir Francis Laforey has transmitted to John Wilson Croker, Esq. a letter from Captain Westropp, commanding H.M. sloop the Peruvian, giving an account of his having on the 24th of October captured, off Sombrero, the Yankee, American schooner privateer, of seven guns and forty-four men, out thirty-eight days from Salem, and had not made any capture.

JANUARY 12.

A letter has been received at this office from Captain Lumby, of H.M S. the Narcissus, addressed to John Wilson Croker, Esq. and dated off the Island of Navaza, the 25th of November last, stating, that on the preceding day the boats of that ship, under the directions of Lieutenant Criric, had, after a chase of three hours, captured the American privateer Joseph and Mary, of four guns and seventy-three men: in the approach of the boats under the fire of the privateer they had one man killed and one wounded: the enemy had three wounded, and surrendered at the moment the boats were preparing to board.

Extract of a Letter from Captain Hillyar, of H.M.S. the Phœbe, to John Wilson Croker, Esq. dated at sea, Dec. 23, 1812.

Be pleased to inform their lordships, that H.M.S. under my command, captured this evening the American brig privateer Hunter, Mr. Judathau Upton, commander, mounting, at the commencement of the chase, fourteen guns, and having on board seventy-three men: twelve of the former were thrown overboard when making from us.

JANUARY 16.

Copy of a Letter from Captain Austen, of H.M.S. the Elephant, to John Wilson Croker, Esq, dated at sea, the 28th of December 1812.

SIR,

Be pleased to acquaint the Lords Commissioners of the Admiralty, that H.M.S. under my command, in company with the Hermes, this morning captured, in latitude 38° 40′ N. and longitude 39° 45′ W. the American schooner privateer Sword Fish, of Gloucester, John Evans, master, out sixteen days from Boston, and had made no capture. She is one hundred and fifty-six tons burthen, not six months off the stocks, copper fastened, mounted twelve six-pounders (ten of which were thrown over board during the chase), manned with eighty two men, and appears to sail very fast having ran us upwards of one hundred miles, in a chase of eleven hours, although not four miles ahead of us at the commencement of it.

I have the honour to be, &c.

FRAS. WM. AUSTEN.

Extract of a Letter from Captain Clephan, of H.M. sloop the Charybdis, addressed to Rear-admiral Sir Francis Laforey, and transmitted by the latter to John Wilson Croker, Esq.

H.M. Sloop Charybdis, Sombrero Passage, Dec. 31, 1812.

I beg leave to acquaint you, that at half-past nine this morning, the Island of Saba bearing N. E. six leagues, I fell in with, and after five hours and a half chase, captured the Blockade American schooner privateer, of ten guns and sixty six men, her first cruize, had only taken a small schooner belonging to St. Lucia, but being chased by one of our brigs, two days ago, was obliged to abandon her.

The Blockade is a fine schooner, only three months since her keel was laid, is one hundred and twenty-eight tons, has thrown all her guns overboard, except one, in the chase.

Copy of a Letter from Captain Alexander, of H.M.S. the Colossus, addressed to Admiral Lord Keith, and transmitted by his lordship to John Wilson Croker, Esq.

H.M.S. Colossus, at sea, in lat. 42° 3′ *N.*
long. 35° 10′ *W. Jan.* 5, 1813.

MY LORD,

I have the honour to inform your lordship, that H.M.S. under my orders, captured this morning the ship Dolphin, an American letter of marque, from Philadelphia, bound to Bourdeaux, of three hundred and sixty-two tons, armed with twelve carriage guns, and having on board fifty-six officers and men, and four passengers, agreeably to her papers.

I have the honour to be, &c.

T. ALEXANDER, Captain.

JANUARY 23.

Copy of a Letter from Captain Rowley, of H.M.S. the Eagle, addressed to Rear-admiral Fremantle, and transmitted to John Wilson Croker Esq. by Vice-admiral Sir Edward Pellew.

Eagle, off Ancona, Sept. 23, 1812.

SIR,

I have to acquaint you, that having anchored this ship on the 16th inst. in consequence of calms, off Cape Maistro, I directed the first lieutenant, during the night, to lie off the Cape with the three barges, to intercept the enemy's coasting trade; and that on the following day I weighed and anchored off the Po, where I was joined by the barges, with two gun-boats, and fifteen vessels laden with oil, each vessel carrying from a six to an eight pounder, which had been captured by the boats that day: the particulars of this gallant affair reflect the greatest honour on the officers and men employed in it.

In the morning, a convoy of twenty-three sail, with two gun-boats, were perceived standing towards Goro, which, on the barges approaching, drew up in line of battle, under cover of a four-gun battery, and the beach lined with armed people, with the two gun-boats advanced in their front.

Lieutenant Cannon, with the whole of his small force, instantly attacked, and carried the largest gun-boat, and turned her guns upon the convoy, whilst he performed the same manœuvre, with equal success, on the second, and then directed his attention to the convoy, which, after some resistance, struck their colours, excepting two who made their escape. Not being able to man all of them, six were burnt, to prevent their falling into the hands of the enemy.

When I consider, Sir, the strong position the enemy were in, each vessel carrying a heavy gun, besides musketry, under the protection of two gun-boats, flanked by a fort, and that the shallowness of the channel occasioned our boats to be frequently aground, while rowing up to make the attack, I feel I should neither be doing my duty or justice to my own feeling, were I not to recommend most strongly to your notice the officers employed on this service; and sorry am I that this recommendation can no longer benefit Lieut. Cannon, who died of his wounds on the 22d.

In the death of this gallant young man the country has lost one of its most promising officers, and I have deeply to regret the loss of a most valuable and tried first lieutenant.

He has left two brothers, midshipmen on board the ship, one of whom has served his time, and passed his examination for a lieutenant, and has also frequently distinguished himself in action.

A list of the killed and wounded I have the honour of enclosing.

Lieutenant Festing, on whom the command devolved, on Lieutenant Cannon's being wounded, deserves much credit in continuing the attack, and conducting the captured vessels out.

I have the honour to be, &c.

C. ROWLEY, Captain.

Rear-admiral Fremantle, &c.

A List of killed and wounded in the boats of H.M.S. Eagle, Charles Rowley, Esq. captain, at the capture by them of two gun-boats, and an armed convoy of the enemy's, near the Port of Goro, on the 17th September 1812.

Augustus Cannon, first lieutenant, severely wounded (since dead); Thomas Wharton, ordinary seaman, killed; William Slater, landman, dangerously wounded (since dead); Edward Jones, able, slightly wounded; Charles Trith, ditto, ditto; George Watson, ditto, ditto.

C. ROWLEY, Captain.

Copies of two Letters from Captain Hoste, of H.M.S. the Bacchante, addressed to Rear-admiral Fremantle, and transmitted to John Wilson Croker, Esq. by Vice-admiral Sir Edward Pellew.

SIR, *H.M.S. Bacchante, at anchor off Rovigno, Sept.* 1, 1812.

Having received information that several vessels were laden with ship timber for the Venetian government, at Port Lema, on the coast of Istria, I yesterday evening detached the boats of this ship, under the direction of Lieutenant O'Brien, first lieutenant, to bring them out, which I am happy to say he completely effected, though they were lying under the protection of one French xebeck of three guns and two French gun-boats.

Lieutenant O'Brien received information of this unexpected force of the enemy from two merchant vessels he captured at the entrance of the port, and who stated their force to be very superior to his own, notwithstanding this he proceeded to the attack, and very gallantly carried them by boarding, as well as the timber vessels. At daylight I had the pleasure of seeing the whole of this division of the enemy, and their convoy of seven vessels, coming towards the ship.

I am happy to say this service has been executed without any loss on our parts, which I consider as chiefly owing to the arrangements of Lieutenant O'Brien, the gallantry and promptitude with which he led the boats to the attack, and the brave, determined support he received from those under his command. He speaks in high terms of Lieutenant Gostling, third lieutenant, Lieutenant Haig, of the royal marines, and the officers and men under his orders in the different boats, for their gallantry and coolness.

The enemy's force consisted of La Tisiphone, French national xebeck, of three guns, one six-pounder, and two three-pounders, and twenty-eight men; gun-boat No. 1, one nine pounder, two three-pounders, and twenty-four men; gun-boat No. 2, one nine-pounder and twenty men; intended for the protection of the trade on the coast of Istria from Pola to Trieste.

I have the honour to be, &c.

W. HOSTE, Captain.

Rear-admiral Fremantle, &c. &c. &c.

SIR, *H.M.S. Bacchante, Sept.* 18, 1812.

I have the honour to inform you, that, this morning, at day-break, I discovered an enemy's convoy between Tremite and Vasto, on the coast of Apulia, standing along shore to the N.W. Calm and baffling winds prevented my closing with them in the ship, and I therefore detached the

boats, under the command of Lieutenant O'Brien, first of this ship, to endeavour to intercept them, which, I am happy to say, he completely succeeded in.

I had an opportunity from the ship of seeing the nature of this service, and the gallantry displayed in the execution of it. The merchant vessels, on the approach of the boats, anchored, and hauled their vessels aground, leaving eight armed vessels to protect them outside, who took up an excellent position for that purpose. The crews of the convoy quitted their vessels, and lined a thick wood astern of them, well adapted for their defence, and bush-fighting, and which completely commanded the coast.

In this situation they awaited our boats, which were led to the attack by Lieutenant O'Brien with his accustomed gallantry, and I want words, Sir, to convey to you my admiration of the determined manner in which this service was performed: the boats pushing through a very heavy fire of grape and musquetry, carried every thing before them, boarding and driving the enemy from their vessels in every direction: the marines at the same time landing, forced them from their position in the wood, leaving our brave men in quiet possession of this valuable convoy, consisting of twenty-six vessels, laden chiefly with oil and almonds from Barri, bound to Venice, a list of which I inclose herewith, with a statement of their armed force.

Lieutenant O'Brien was most ably seconded by Lieutenant Hood, second of this ship, Lieutenant Haig, of the royal marines (who lets no opportunity escape him of distinguishing himself), and speaks in the highest terms of the conduct of the whole of the petty officers and seamen employed with him.

It is with additional pleasure I have to state, that our loss has been but trifling, two seamen wounded only, and those not dangerously.

I have the honour to be, &c.

W. HOSTE, Captain.

Rear-admiral Fremantle, &c.

List of Vessels captured by the Boats of H.M.S. Bacchante, between Tremite and Vasto, on the coast of Apulia, on the 18th September 1812.

Audre Roguing, of one twelve-pounder, three swivels, and sixteen men.

Vincenzo del Mondo, of one twelve pounder, three swivels, and sixteen men.

Nicolo Pascolicio, of one twelve-pounder and sixteen men.

Vessel, name unknown, one twelve-pounder and twelve men.

Vessel, name unknown, one twelve pounder and twelve men.

Vessel, name unknown, one twelve-pounder and twelve men.

Vessel, name unknown, one twelve-pounder and twelve men.

Vessel, name unknown, one twelve-pounder and twelve men.

Together with a convoy of eighteen vessels, laden with oil, almonds, &c. bound from Barri to Venice.

W. HOSTE, Captain.

JANUARY 26.

A letter has been received at this Office from Captain Hickey, of H. M's. sloop the Atalante, addressed to John Wilson Croker, Esq. stating his having, on the 12th of December, captured the American letter of marque brig Tulip, from Philadelphia.

LETTER ON SERVICE,

Not published in the Gazette.

The following is an extract of a letter to C. Saverland, Esq. his Majesty's Agent for packets at Falmouth, from Mr. Ridgard, mate of the Princess Amelia packet, giving an account of her capture.

"*Hibernia, Downs, Oct. 22, 1812.*

SIR,

I take the first opportunity of informing you, that H. M's. packet-boat Princess Amelia sailed from the island of St. Thomas, on Saturday, the 12th of September, in company with the ships Hibernia and Phœnix, of London, and Neptune and Flora, of Lancaster, and parted company with them on the 14th. On Tuesday, the 15th, at 2 p. m. lat. 22. 24. long. 65. 08. we saw a schooner standing to the southward; at 3 p. m. made the private signal with a gun; she immediately hoisted Spanish colours, tacked and stood towards us. At six she came within gun-shot; supposing her to be an enemy, Captain Moorsom ordered a shot to be fired at her; upon which she immediately hoisted American colours, crossed our stern and fired a broadside into us. The action then became general on both sides the enemy keeping up a heavy discharge of musketry, and within pistol shot.

"At half-past six, Mr. Nankivell, the master, was shot through the head; and about 20 minutes afterwards, Captain Moorsom was killed by a grape-shot, which entered his left breast. At this time, myself and nine men being wounded, and one boy killed, besides the Captain and Master, and not being able to defend the ship any longer in so crippled a state, against a force so superior, at seven sunk the mail and struck our colours. When taken possession of, she proved to be the Rossie, American privateer, commanded by Commodore Barney, of Baltimore; mounting eleven carriage guns, 9 and 12-pounders, with a complement of 95 men.

"I was taken on board the privateer with the crew of the packet, except three men (badly wounded), and the Doctor and Steward. The next morning the packet made sail for Charlestown. The only passengers were, Mr. and Mrs. Dyott and servant, from Montserrat, who were permitted to remain in the packet.

I am, &c.
WM. RIDGARD, Mate."

"*Killed*—Captain Moorsom; Mr. John Nankivell, master; Thomas May, boy.

"*Severely Wounded*—William Edmonds, John Hayman, and John Maclean.

"*Slightly Wounded*—William Ridgard mate; John Francis, James Jones, John Rodney, Lewis Brown, Robert Wright, and Thomas Bryant.

"The Princess Amelia had only six guns, and 28 men."

We are concerned to state the melancholy loss of the Plumper gun-brig, Lieutenant Bray, which happened at four o'clock in the morning of the 5th of December, on a ledge of rocks near Dipper Harbour, New Brunswick, when 42 persons unfortunately perished, among whom were all the Officers except Mr. Hall. Dr. and Mrs. Wright, and several passengers for Halifax, also perished.

Promotions and Appointments.

Admirals and Captains appointed.

Rear-admiral Foote to succeed Rear-admiral Cockburn, at Cadiz.

Rear-admiral Bedford to be Captain of the North Sea Fleet.

Captains.—George Rennie, to the Podargus; George Bentham, to the Urgent; John Forbes, to the Havock; James Galloway, to the Dispatch; Samuel Jackson, to the Lacedemonian; Thomas White (1), to the Vigo; Robert Honyman, to the Sceptre; Hon. Frederick William Aylmer, to the Fortunée; William Wolridge, to the Bermuda; Henry Bourchier, to the San Josef; Richard Wales, to the Epervier; Robert O'Brien, to the Doris; John Gascoyne, to the impress service at Liverpool; William Hotham, to be Captain of the Fleet under Sir John Borlase Warren, on the American station; James Gordon Bremer, to the Royalist; G. F. Seymour, to the Leonidas; William Slaughter, to the Archer; Samuel Butcher, to the Antelope; ——— Kempt, agent for transports on the Lakes of North America; G. Downie, to the rank of post captain.

Lieutenants, &c. appointed.

William Hall, to the Lacedemonian; Robert Welch, to the Ceres; Charles Church, to the Monmouth; William Rumford, to the Vigo; John Edwards, to the Royal William; Charles H. Norrington, to the Meteor; John Fowler, to the Norge; Charles F. Turner, to the Dispatch; Roger C. Curry, to the Contest; William Blackford, to the Bustard; Joseph Chegwyn, to the Mars; William Parker, to the signal station at Hayes Head; J. Arnold, to the signal station at Cornose; D. Potter and Thomas Muir (1), to the impress service at Liverpool; W. H. Atkinson, to the Ringdove; Samuel Sison, to the Valiant; E. Lyon, to the St. Ysidro; George Browne, to the Irresistable; D. Menzie, to the Firme; John Fulton, to the impress service at North Shields; J. Hellard, to the San Josef; R. Skipsey, to the impress service at Newcastle; Alexander Brodie and James Dutton, to the impress service in London; W. Style, to La Hogue; J. F. Wharton, to the Woodlark; C. Burrard, to the Milford; L. D. Bruce, to the signal station at Pevensey; J. Campbell, to the Milford; H. Collins, to the Atlas; J. Grant, to the Milford: J. E. Gordon, to the Lacedemonian; F. G. Harness, to the Royal Oak; S. Johns, to the Aboukir; J. O'Leary, to the Achille; H. R. Richards, to the Alfred; J. Rapsley, to the Woodlark; J. H. Servante, to the Aboukir; George Sprout, to the Alfred; J. Taylor (3), to the Lacedemonian; Henry B. Woodhouse, to the Cadmus; Frederick Marryatt, to the Espiegle; James Wilkie, to the Epervier; John Russel, to the Archer; George G. Burton, to the Sceptre; Robert Oliver (1), to the Ville de Paris; Robert S. Bayly, to the Mulgrave; George Brooks, to the Prospero; William Lovitt, to the Epervier; Edward Heron, to the Ceres; Hervey Bagot, to La Hogue; Joseph R. Thomas, to the Plantagenet; Edward R. Foley, to the Zealous; James M'Farlane and Edmund W. Gilbert, to the Doris; Augustus Woodward, to the Prospero; James B. Tattnell, to the Portia; Watkin W. Little, to the Centaur; Charles English, to the Cressy; Hugh Patton, to the Aboukir; Charles, Pengelly, Alexander George Field, and George Chapmel, to the San Josef; John Courtnay, to the Conflict; Charles R. Dow, to the Tuscan; Richard Meredith, to the Sybille; Andrew Thompson, to La Hogue; Thomas M'Donnell, to

the Valiant; Edward Grimes, to the Zealous; P. G. Haynes, to the Royal Oak; Thomas Wing, to the Royal William; John Hopkins, to the Spitfire; Robert Gibson (1), to the Urgent; Jonathan W. Dyer, to the Bustard; Richard Crawford, to the Mars; Robert Barker, to the Dispatch; Charles S. Tackle, to the Havock; George Hayes, to command the Whiting schooner.

The Rev. S. Murray to be chaplain of the Gloucester.

Pursers.— —— Goodridge, to the San Ysidro P.S.; P. Heather, to the Urgent; —— Nash, to the Britannia.

Secretary.—A. M. Fry, Esq. to Sir E. Nagle.

J. Day, Esq. (of Portsea), formerly secretary to the late Sir Charles Cotton, is appointed naval storekeeper at North Yarmouth.

Masters.—R. Sanderson, to the Oberon; A. Smyth, to the Quebec; L. Howell, to the Melpomene; J. Appleby, to the Vautour; R. Balfour, to the Queen Charlotte; T. Wolfe, to the Centaur; J. Dillon, to the Salsette; H. Daw, to the Norge; John Jones, to the Echo; Charles Waldron, to the Helicon; T. Conney, to the Epervier; S. Brokenshaw, to the Raisonable; W. Adeane, to the Vengeur; John Franklin, to the Lacedemonian; C. Leach, to the Albacore; T. Jay, to the Pembroke; A. F. Morgan, to the Doris; John Craigie, to the Forester; R. Haines, to the Rapid.

A List of Midshipmen who have passed for Lieutenants in January.

Sheerness.—J. Harvey, J. King, R. Rowse, J. Kimp, P. M'Ferguson, R. Turnbull, J. Hay, G. Pretyman, J. R. Forest, J. Read.

Portsmouth.—J. H. Nickoll, W. Ham, J. Rouse, J. M. Johnson, J. A. Plucknett, W. Henwey, J Henderson, J. Kiddle, E. S. Taylor, S. H. Laston, E. J. Morriss, R. A. Nicholson.

Plymouth.—A. Forbes, E. Honsdon, T. Turner, H. Harrow, T. Strange, W. Selby, W. Holdmixon.

Surgeons, &c. appointed.

William Macfarlane, to the Mosquito; Alexander Girvin, to the Orion; W. Hyde, to the Muros; Henry Lewin, to the Quebec; Thomas Billinghurst, to the Venerable; M. M'Creery, to the Pheasant; Primrose Lyon, to the Rapid; H. W. Reele, to the Insolent; Alexander Rae, to the Sheerwater; Simon Davidson, to the Volontaire; James Osmond, to the Talbot; Archibald Long, to the Doris; Harpur Gamble, to the Epervier; Patrick Johnson, to the Melpomene; G. P. M. Young, to the Latona; D. Henderson, to the Fyen; Charles Thomas, to the Oiseau; John Bowen, to the Prince Frederick; George Roddam, to the Royal Charlotte yacht; Patrick Reilly, to the Dispatch; John Miller, to the Lacedemonian; Duncan M'Cole, to the Vigo; Alexander Gillespie, to the Zealous; William Cuthbertson, to the Theseus; James Caie, to the Glory; Richard Bacon, to the Sheldrake; Thomas Jackson, to the Parthian; Robert Bampfield, re-appointed to the Warrior; William Bland, to the Hesper; J. P. Duins, to the Prometheus; John Richardson (2), to the Cruizer; Robert Williams, to the Waaldemaer; John Dickson, to the Franchise; J. H. Kent, to the Plover; Morgan Finucane, to the Niger; Gabriel Johnstone, to the Ceres; George Bellamy, to the Mary yacht; Alexander Torbitt, James Hall (1), N. M. Cox, to the Russian Fleet; Isaac Ryal, to be surgeon of the *depôt* for prisoners of war at Forton, near Gosport.

Assistant-Surgeons, &c. appointed.

Michael Quin, to the Revenge; William Plampion, to the Aquilon; Frederick Clause, to be a hospital mate at Jamaica; William Watt, to the Aboukir; William M'Intyre, to the Ramillies; John O'Donnell, to the Pembroke; James Morice, to be hospital mate at Haslar; George Beauchamp, to the Viper cutter; Henry Ellis, to Jamaica; William Rolfe, to be dispenser at Malta; A. C. Hyndman, to the Sea Lark; Donald Kennedy, to the Namur; John Briest, to the Resolute; John Greig, to the Gladiator; James Scott, to the Zealous; Thomas Hunter, John Temple, John Beckett, to attend the sick of the Russian fleet; Matthew Anderson, to be hospital mate at Plymouth; John Thomson, to the Galatea; R. Marshall, to the Salsette; James Boyle, to be hospital mate at Haslar; William Illingworth, to be assistant-surgeon of the Trusty; James Smiley, to the Ceres; Hamilton Stewart, to be an hospital mate at Portchester; James Hanna, to the Russian fleet; N. P. O'Callaghan, to the York; H. M'Kibben, to the St. Domingo, to be at the disposal of Sir John Warren; George Black, to the Cressy; James M'Ternan, to the Lacedemonian; G. B. Squire, to the Whiting; Alexander Adderley, to the Diomede; Alexander Milne, to the Norge; Thomas Gray, to the Venerable; Joshua Little, to the Nymphen; James Arnott, to the Havock; J. W. Langstaff, to be an hospital mate at Haslar; William Macauley, to be an hospital mate at Forton prison.

BIRTHS.

At Southsea, the lady of Captain Brittain, R.M. of a son.

At Portsmouth, the lady of Lieutenant T. Burdwood, commanding H.M. prison ship Kron Princessen, of a son.

Nov. 16, the lady of D. I. H. Dickson, M.D. late physician and inspector at the Leeward Islands, of a daughter.

Dec. 4, at Charlton, near Blackheath, the lady of Captain Lumley, of H.M.S. Narcissus, now in the West Indies, of a daughter.

MARRIAGES.

Lately, at Fahn, near Derry, Ireland, Captain Le Geyt, R.N. to Rose, youngest daughter of Rear-admiral Heath.

At Richmond, Lieutenant J. T. R. Thomas, R.N. to Frances Georges Rawlins, second daughter of the late James Rawlins, Esq.

Mr. S. Stretton, R.N. to Miss Elizabeth Carter, of the High-street, Portsmouth.

At Alverstoke, Captain Creswell, R.M. to Sophia Hawford, youngest daughter of the late Mr. W. Hawford, R.N.

Dec. 24, Samuel Haydon, Esq. purser R.N. to Elizabeth, eldest daughter of James Roberts, Esq. of Crediton.

Jan. 9, at Salisbury, Captain R. T. Hancock, R.N. to Miss Kinneer, daughter of the late Admiral Kinneer.

Jan. 18, B. M'Laughlin, Esq. R.N. of the Royal Infirmary, at Greenwich, to Miss Hardy, of Plymouth.

OBITUARY.

Lately, in Hereford, aged 62, Charles Papps Price, Esq. Captain R.N.—This gentleman was a native of Hay, in Breconshire, and at a very early age entered into the service. In May 1778, he was made lieutenant. He continued actively employed, with honour to himself and benefit to his country, and was appointed to command the island of Marcou, in 1798, which was threatened with an attack by the French from La Hogue: on the night of the 6th of May, in the same year, the enemy attempted to carry the island by storm, but its gallant defender, with a handful of brave men, drove them back with immense loss, and so complete was the defeat, that they did not again repeat the attack. For his brave and skilful conduct in this affair, he was promoted to a commander, and subsequently a post captain. The infirmities that too often visit the decline of life passed in the honourable perils and trying vicissitudes of a service, which warfare and the elements equally encircle with danger, obliged Captain Price to relinquish the active duties of his profession, and retire upon half-pay.—Captain Price has left a widow, two daughters, and three sons—all the latter in the navy; the eldest being a post-captain, and equally distinguished for gallantry and skill in his profession and estimable qualities in private life; the second a lieutenant, and the third a midshipman.

At Tendering Hall, Suffolk, the Dowager Lady Rowley, mother of Sir William Rowley, Bart. and of Lady Cotton, relict of Sir C. Cotton, Bart.

At the Depôt for prisoners of war at Forton, near Gosport, Dr. B. O'Beirne, surgeon of that establishment.

Dec. 19, at his uncle's apartments in Greenwich Hospital, Lieutenant Richard Jenkins Tregent, aged 22.

Dec. 24, at Helston, Lieutenant William Trewren, R.N. aged 23 years, son of Thomas Trewren, of Taunton, Esq.

Jan. 8, in his 69th year, John Viscount Torrington, who succeeded his brother, the late viscount, in the title, on the 14th of December last. His lordship was a descendant from George Byng, the first Lord Viscount Torrington, born in 1663, (created Sept. 10, 1721) and a distinguished officer in the royal navy, contemporary with Lord Dartmouth, Sir G. Rooke, Sir Cloudesley Shovel, &c.—Captain George Byng, of H.M.S. Warrior, who married the daughter of Commissioner Sir Robert Barlow, is now Viscount Torrington.

It is with much regret we have to state, that there are no hopes remaining of the safety of the Magnet sloop of war, Captain Ferdinand Moore Maurice. She sailed from Spithead on the 14th of August last, with Sir John Warren, from whom she parted company in a tremendous gale of wind, about a fortnight before Sir John arrived at Halifax, and has not since been heard of. Captain M. was a truly zealous officer, and his loss, with that of his officers and crew, is to be greatly lamented. Mr. Baker, the purser of the vessel, is a native of Portsea. Captain M. was brother to Captain James Wilkes Maurice, whose fame stands so high for the noble defence he made at Anholt and the Diamond Rock.

Lieutenant John Fraser, second son of Rear-admiral Fraser, was first lieutenant of the Magnet. He obtained his rank in the East Indies, in the year 1808, at the earliest possible time that the regulations of the service permitted, from the intimate friend of his father, Sir Edward Pellew, in whose flag-ship he served three years; and he was going on the American station on promotion, when he so prematurely met his fate. His eldest brother, a captain of engineers, has been five years a prisoner in France, without a prospect of release!

BIOGRAPHICAL MEMOIR

OF THE LATE

AUSTEN FORREST, Esq.

CAPTAIN IN THE E. I. C.'S MARINE SERVICE.

" ——————— Our escape
Is much beyond our loss; our hint of woe
Is common; every day, some sailor's wife,
The masters of some merchant, and the merchant,
Have just our theme of woe: but for the miracle
(I mean our preservation) few in millions
Can speak like us." SHAKESPEARE.

OUR materials for composing a biographical memoir of Captain Forrest are confessedly scanty; but, to their extent, they may be fully relied on, in point of accuracy; and, slight as they are, they possess such interest and importance, as fully entitle them to preservation, in a work which, like the NAVAL CHRONICLE, is devoted to the record of maritime discovery, and heroic exploit.

The subject of the present sketch was the son of Austen Forrest, Esq. a member of the corporation of Plymouth, and the store-keeper of the Victualling Office, at that port. He was born at Plymouth—where he also received his education, in the year 1766; and, having been intended for the naval service, he went to sea under the patronage of Captain John Harvey, R.N. who was killed in Lord Howe's memorable action of the 1st of June, 1794.*

* By referring to our memoir of Captain Harvey (N. C. III. 242), it will be seen, that, in the month of January, 1776—the year in which Mr. Forrest first went to sea with him—he succeeded Captain Pearson in the Speedwell sloop, and remained in that vessel till September, 1777. He was then advanced to post rank, and appointed to the Panther, of 60 guns; in which he immediately sailed, with Vice-admiral Duff's flag, for Gibraltar, where he arrived on the 1st of January, 1778. The Panther remained there, as a guard-ship. Early in 1779, great preparations were made for hostilities, in the different ports of Spain; and, towards the conclusion of the year, the blockade of Gibraltar was completely formed. In January, 1780, Captain Harvey distinguished himself by rescuing a part of Admiral Rodney's fleet, which, on its arrival in the bay, had been

Whether Mr. Forrest remained with Captain Harvey, during the whole of the services enumerated below, we know not; but we understand that, in consequence of the termination of the American war, before he could obtain a commission, as lieutenant, he went to India.

We regret our inability to trace his professional progress in the service of the East India Company; but, fortunately, we have been favoured with the following interesting account, from his own pen, of the most important event in his life—the shipwreck of the Sydney, of which he was at that time commander, and his consequent discovery of some islands in the Indian seas. The document alluded to, is the subjoined copy of a letter, which was drawn up, we apprehend, expressly for the information of the governor-general of New South Wales:—

"SIR, "*Calcutta, October* 14, 1806.

"The Sydney left Port Jackson on the 12th of April, 1806, bound to Bengal. Intending to proceed through Dampier's Straits, her course was directed, as nearly as practicable, in the track of Captain Hogan, of the Cornwallis, which, as laid down in the charts, appears a clear safe passage. On the 20th of May, at 1 A.M. in lat. 3° 20′ south, long. 146° 50′ east, we ran upon a most dangerous rock, or shoal; and as this reef is not noticed in any map or chart, it appears that we were its unfortunate discoverers.

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driven, by a strong current, within gun-shot of the Spanish forts. By the departure of Admiral Duff, and his successor, Commodore Elliott, the chief command subsequently devolved upon Captain Harvey; and, in the summer (1780), he was very actively employed against the Spaniards. Having received orders of recall, he arrived at Spithead on the 25th of July. In November following, retaining the command of the Panther, he joined Sir S. Hood's squadron, for the reinforcement of Admiral Rodney, in the West Indies, where they arrived in January, 1781. Captain Harvey was present at the subsequent capture of St. Eustatia, and of a rich Dutch convoy; and, afterwards, from February, till the beginning of August, he was employed in cruising amongst the different islands. The Panther was then ordered home for repairs; and, in January, 1782, Captain Harvey was appointed to the Sampson, of 64 guns. In the course of the year, he sailed with Lord Howe to the relief of Gibraltar. He returned to Spithead in the month of December; and, with the view of his being appointed to Lord Howe's ship, the Victory, he was superseded in the Sampson. The peace, however, which took place in 1783, prevented his commission from being signed.—A portrait of Captain Harvey, from a painting by Stuart, will be found in our Xth Volume, page 109; and, as a frontispiece to our XIth Volume, is a representation of the monument which was erected in Westminster Abbey, to the memory of Captains Harvey and Hutt, who fell in the battle of the 1st of June, 1794.

" On sounding over the tafrail, we found 25 fathoms water: over the larboard gangway, 6 fathoms; on the starboard side, only 9 feet; and over the bows, 12 feet. One of the boats was immediately got out, with a bower anchor; but, on sounding at 10 fathoms distance from the ship, found no ground at 60 fathoms.

" It must have been high water when we struck; for, at that time, there was no appearance of any reef or breaker; but, as the water subsided, the shoal began to shew itself, with a number of small black rocks. The ship had been striking very hard, and began to sue forward: at 3 A.M. there were 6 feet water in the hold, and increasing rapidly: at 5 the ship was settling aft, and her top sides parting from the floor heads.

" Upon consultation with my officers, it was the unanimous opinion that the ship was irrecoverably gone, and that no exertions could avail for her safety. We, therefore, employed all hands, in getting the boats ready to receive the crew, 108 in number. Eight bags of rice, six casks of water, and a small quantity of salted beef and pork, were put into the long boat, as provisions for the whole. We were prevented taking a larger stock, as, from the number of people, the three boats were barely sufficient to receive the whole with safety.

" We remained with the Sydney till 5 P.M. on the 21st of May, when there were three feet water on the orlop deck—we now thought it full time to leave the ship to her fate, and to seek our safety in the boats. Accordingly, I embarked in the long boat, with Mr. Trounce, 2d officer, and 74 Lascars. Mr. Robson, 1st officer, and Mr. Stalkart, 3d, with 16 Lascars, were in the cutter; and the jolly boat was allotted to 15 Dutch Malays, and one Seapoy.

" Being desirous to ascertain the position of the reef, by making the Admiralty Islands, we shaped our course accordingly, steering N. by E. ½ E. During the night, it blew fresh, and, the long-boat making much water, we were obliged to lighten her, by throwing overboard a great deal of lumber, and two casks of water. The three boats kept close in company, the long-boat having the jolly-boat in tow. Finding at daylight that the cutter sailed considerably better, I directed Mr. Robson to take the jolly-boat in tow. The wind increased as the morning advanced, and a heavy swell rising, at 10 A.M. the jolly-boat sunk, while in tow by the cutter, and all on board, to the number of sixteen, unfortunately perished. It was lamentable to witness the fate of these unhappy men, and more so as it was not in our power to render them the smallest assistance.

" At noon on the 22d, we saw the Admiralty Islands, bearing N.N.E: distant three or four leagues; and, as we had run about 58 miles in the boats, upon a N. by E. and half east course, the situation of the shoal on which the Sydney struck was accurately ascertained, and will be found as above laid down.

" From the Admiralty Islands, we continued standing to the westward, and, on the 25th, made a small island: we stood towards it, and, from its appearance, I was induced to land, in the hope of obtaining a supply of water. Mr. Robson, myself, and twenty of the best of our hands, armed with heavy clubs, brought from New Caledonia—our fire arms being rendered useless, from exposure to heavy rains—approached in the cutter, and landed, through a heavy surf, to the utmost astonishment of the inhabitants, who, as far as we could judge from appearances, had certainly never before seen people of our complexion. The men were tall and well made, wearing their hair platted, and raised above the head. They had no appearance of Malays, or of Caffrees; and, excepting their colour, which was of a light copper, they had the form of features of the natives of Europe; they were entirely naked. We saw a number of their women, who were well formed, and with mild, pleasing features.

" We were received on the beach by about twenty or thirty of the natives, who immediately supplied each of us with a cocoa nut. We then succeeded in making them understand, that we wanted water; upon which they made signs for us to accompany them towards the interior of the island. We did so; but, after walking about a mile, they conducted us into a thick jungle; and, as their number was quickly increasing, I judged it imprudent to proceed further, and returned to the beach, where, I was alarmed to find, the natives had assembled, to the number of 150, or upwards, armed with spears, eight or ten feet long. One of them, an old man, of venerable appearance, and who seemed to be their chief, approached, and threw his spear at my feet, expressive, as I understood it, that we should part with our clubs in like manner. Perceiving, at this time, a crowd of women to have got hold of the stern-fast of the cutter, and endeavouring to haul her on shore, from the grapnell with which we had come to, we hastily endeavoured to gain the boat. The natives followed us closely. Some of them pointed their spears, as we retreated to the boat, and some were thrown, though, happily, without effect; and, to us, they appeared to be very inexpert in the management of their weapons. On my getting into the water, three or four of the natives followed me, threatening to throw their spears; and, when I was within reach of the boat, one of them made a thrust, which was prevented taking effect, by the interference of Mr. Robson, who warded off the weapon. When we had got into the boat, and were putting off, they threw at least 200 spears, none of which took effect, excepting one, which gave a severe wound to my cook, entering immediately above the jaw, and passing through the mouth.

" Having thus escaped from this perilous adventure, we pursued our course, and got as far as Dampier's Straits, as favourably as our situation could well admit. Being now within reach of land, the Lascars

became impatient to be put on shore. It was in vain that I endeavoured to persuade them to persevere: they would not listen to any argument, and expressed their wish, rather to meet an immediate death on shore, than to be starved to death in the boats. Yielding to their importunity, I, at length, determined to land them on the north-west extremity of the island of Ceram, from whence they might travel to Amboyna, in two or three days. On the 9th of June, being off that part of the island, Mr. Robson volunteered to land a part of the people in the cutter, to return to the long-boat, and the cutter to be then given to such further part of the crew as chose to join the party first landed. Mr. Robson accordingly went in shore with the cutter; but, to my great mortification, after waiting two days, there was no appearance of his return, or of the cutter.

" We concluded that the people had been detained, either by the Dutch, or by the natives; yet, as the remaining part of the Lascars were very desirous to be landed, we stood in with the long-boat, and put them on shore, near the point where we supposed the cutter to have landed her people.

" Our number in the long-boat was now reduced to 17; *viz.* myself, Mr. Trounce, Mr. Stalkart, 14 Lascars, and others. Our stock of provision consisted of two bags of rice, and one gang cask of water. With this stock we conceived we might hold out till we reached Bencoolen, for which port we determined to make the best of our way. We fixed the allowance of provision, to each man, at one tea-cup full of rice, and a pint of water *per diem;* but we soon found it necessary to make a considerable reduction in this allowance.

" We proceeded on through the Straits of Bantam, meeting, in our course, several Malay prows, none of which took notice of us, excepting one which gave chase for a day, and would have come up with us, had we not got off under cover of a very dark night. Continuing our course, we passed through the Straits of Sapy, where we caught a large shark. Our spirits were much elated by this valuable prize, which we lost no time in getting on board; and, having kindled a fire in the bottom of the boat, he was roasted with all possible expedition; and, such were the keenness and extent of our appetites, that, although the shark must have weighed 150 or 160 *lbs.* not a vestige of it remained at the close of the day. We suffered most severely from our indulgence: on the following day, we were all afflicted with a violent complaint of the stomach and bowels, which reduced us exceedingly, and left us spiritless and languid; insomuch that we now seriously despaired of our safety.

" On the 2d of July, I lost an old and faithful servant, who died from want of sustenance. On the 4th we made Java head—caught at the same time two large boobies, which afforded all hands a most precious and refreshing meal. On the 9th, at midnight, came to off Pulo Pesang, on

the west coast of Sumatra. At daylight, we endeavoured to weigh our anchor, and to run close in shore; but we were so much exhausted, that our united strength was insufficient to get up the anchor. We made a signal of distress, on which a sandpan, with two Malays, came off. As I was the only person in the long-boat, who had strength sufficient to move, I went on shore with the Malays. On landing, I found myself so weak, that I fell upon the ground, and was obliged to be carried to an adjoining house. Such refreshments as the place afforded were immediately sent off to the long-boat; and we recruited so quickly, that, in two days, we found ourselves in a condition to proceed on our voyage. On the 12th July, we weighed, and, on the 19th, anchored off Rat Island, at Bencoolen.

"Here I met with my old friend, Captain Chauvet, of the Perseverance, whose kindness and humanity I shall ever remember, and gratefully acknowledge. On the day following my arrival, I waited on the resident, Mr. Parr, from whom I received every kindness and attention.

"I left Bencoolen on the 7th of August, in the Perseverance, for Penang, where I arrived on the 28th, and where I was most agreeably surprised to meet with my late chief mate, Mr. Robson, who, with the Lascars landed on Ceram, had safely reached Amboyna, where they were received by Mr. Cranstoun, the Dutch governor, with a humanity and benevolence that reflect honour on his character. The governor supplied them with whatever their wants required: he accommodated Mr. Robson at his own table; and, on his leaving Amboyna, furnished him with money for himself and his people, refusing to take any acknowledgment or receipt for the amount. He also gave Mr. Robson letters to the governor-general of Batavia, recommending him to his kind offices. Such honourable conduct, from the governor of a foreign country, and with which we are at war, cannot be too widely promulgated.

"From Amboyna, Mr. Robson embarked on board the Dutch frigate Pallas, for Batavia, and, on the passage thither, fell in with, and was captured by, his Majesty's ships Greyhound and Harrier, and brought on to Prince of Wales's island.

"From Penang, I came on to Bengal, with the Varuna, Captain Dennison, and arrived safely in Calcutta a few days ago.

"I am, Sir,

"Your most obedient servant,

"A. FORREST."

Upon one or two of the facts recorded in the preceding letter, we take leave to offer a few remarks. First, the discovery of an unknown shoal, and its situation being accurately ascertained, are points of information, highly valuable to navigation, which

ought to be generally diffused, and to be noted in all the future editions of the charts of Australasia.

The circumstance of Captain Forrest having visited an island, hitherto unexplored by Europeans, and inhabited by a people distinct in form, features, and manners, from either the Malays or Caffrees, may serve to add another theory, to those already advanced, respecting the original population of the eastern islands, and of the continent of America.

The humanity and benevolence which were displayed by the governor of Amboyna, to the individuals, whose misfortunes constituted their only claim to his protection, must be highly gratifying to every liberal mind, and useful to the general cause of humanity. Far from considering them as prisoners of war, though the subjects of a country in open hostility with his own, their calamities awakened the kindest affections in their favour, and he rejoiced in the opportunity of relieving their sufferings. Such philanthropy reflects credit on the Batavian name and character. It is not only honourable in itself, but the example of such benevolence must have a good effect, in proportion as it is generally known.

We cannot close this subject, without adverting to the persevering and energetic exertions of Captain Forrest, who, although he might have secured his personal safety, and escaped a long train of hardship and peril, by putting into Amboyna, or any other of the neighbouring Dutch islands, was induced, by an imperious sense of duty, paramount to all other considerations, to brave every danger and difficulty, and to persevere, under a series of sufferings and hardships, which no ordinary share of fortitude could have overcome.—His conduct is entitled to the greater praise, when we consider, that, being charged with public despatches, and private papers of importance, his detention, or his loss of those documents, might have been an evil very seriously felt. His conduct, on this trying occasion, was properly estimated by the governor-general, with whose thanks he was honoured.

Between three and four years ago, as stated in our preceding volume,* Captain Forrest settled in New South Wales, where

* Page 440.

he purchased the valuable estates belonging to the late Governor Hunter.* He was married to Miss Matcham Pitt, cousin to the late Lord Nelson. His death was occasioned by a fall from his horse, near his own seat (Swilly Farm), on the 24th of December, 1811.—Diggory Forrest, Esq. his brother, has for some time been secretary to the commander-in-chief, at Plymouth.

BIOGRAPHICAL MEMOIR

OF

SIR FRANCIS DRAKE, KNT.

VICE-ADMIRAL OF ENGLAND,

IN THE YEAR 1588.

(Continued from page 8.)

THEY then resolved to return to the isle of Pines, where they had left their ships, and consult about the measures they were now to take; and having arrived, August 1st, at their former station, they dismissed Captain Rouse, who, judging it unsafe to stay any longer on the coast, desired to be no longer engaged in their designs. But Drake, not to be discouraged from his purpose by a single disappointment, after having inquired of a negro, whom he took on board at Nombre de Dios, the most wealthy settlements, and weakest parts of the coast, resolved to attack Carthagena: and setting sail without loss of time, came to anchor August the 13th, between Charesha, and St. Barnard's; two islands at a little distance from the harbour of Carthagena; then passing with his boats round the island, he entered the harbour, and in the mouth of it found a frigate, with only an old man in it; who voluntarily informed them, that about an hour before, a pinnace had passed by with sails and oars, and all the appearance of expedition and importance; that, as she passed, the crew on board her bid them take care of themselves; and that as soon as she touched the shore, they heard the noise of cannon fired as a warning, and saw the shipping in the port drawn up under the guns of the castle.

The captain, who had himself heard the discharge of the artillery, was soon convinced that he was discovered, and that, therefore, nothing could be attempted with any probability of success. He, therefore, contented himself with taking a ship of Seville, of two hundred and forty tons, which

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* For a portrait and memoir of this officer, now vice-admiral of the blue squadron, *vide* N. C. VI. 349.

the relater of this voyage mentions as a very large ship; and two small frigates, in which he found letters of advice from Nombre de Dios, intended to alarm that part of the coast. Drake, now finding his pinnaces of great use, and not having a sufficient number of sailors for all his vessels, was desirous of destroying one of his ships, that his pinnaces might be better manned: this, necessary as it was, could not easily be done without disgusting his company, who having made several prosperous voyages in that vessel, would be unwilling to have it destroyed. Drake well knew, that nothing but the love of their leaders could animate his followers to encounter such hardships, as he was about to expose them to; and, therefore, rather chose to bring his designs to pass by artifice, than authority. He sent for the carpenter of the Swan, took him into his cabin, and, having first engaged him to secresy, ordered him in the middle of the night to go down into the well of the ship, and bore three holes through the bottom, laying something against them that might hinder the bubbling of the water from being heard. To this the carpenter, after some expostulation, consented, and the next night performed his promise.

In the morning, August 15, Drake going out with his pinnace a fishing, rowed up to the Swan, and having invited his brother to partake of his diversion, inquired, with a negligent air, why their bark was so deep in the water; upon which, the steward going down, returned immediately with an account that the ship was leaky, and in danger of sinking in a little time. They had recourse immediately to the pump, but having laboured till three in the afternoon, and gained very little upon the water, they willingly, according to Drake's advice, set the vessel on fire, and went on board the pinnaces. Finding it now necessary to be concealed for some time, till the Spaniards should forget their danger, and remit their vigilance, they set sail for the Sound of Darien, and, without approaching the coast, that their course might not be observed, they arrived there in six days. This being a convenient place for their reception, both on account of privacy, as it was out of the road of all trade; and as it was well supplied with wood, water, wild fowl, hogs, deer, and all kinds of provisions; he stayed here fifteen days to clean his vessels, and refresh his men, who worked interchangeably, one day the one half, and on the next the other. On the fifth day of September, Drake left his brother with the ship at Darien, and set out with two pinnaces towards the Rio Grande, which they reached in three days; and on the ninth were discovered by a Spaniard from the bank, who believing them to be his countrymen, made a signal to them to come on shore, with which they very readily complied; but he soon finding his mistake, abandoned his plantation, where they found great plenty of provisions, with which having laden their vessels, they departed. So great was the quantity of provisions which they amassed here and in other places, that in different parts of the coast, they built four magazines, or store-houses,

which they filled with necessaries for the prosecution of their voyage. These they placed at such a distance from each other, that the enemy, if he should surprise one, might not discover the rest. In the mean time, his brother, Captain John Drake, went, according to the instructions that had been left him, in search of the Symerons, or fugitive negroes, from whose assistance alone they had now any prospect of a successful voyage; and touching upon the main land, by means of the negro whom they had taken from Nombre de Dios, engaged two of them to come on board his pinnace, leaving two of their own men as hostages for their returning. These men, having assured Drake of the affection of their nation, appointed an interview between him and their leaders. So leaving Port Plenty, in the Isle of Pines, so named by the English from the great stores of provisions which they had amassed at that place, they came, by the direction of the Symerons, into a secret bay, among beautiful islands covered with trees, which concealed their ship from observation; and where the channel was so narrow and rocky, that it was impossible to enter it by night, so that there was no danger of a sudden attack. Here they met, and entered into engagements, which common enemies and common dangers preserved from violation. But the first conversation informed the English, that their expectations were not immediately to be gratified; for upon their enquiries after the most probable means of gaining gold and silver, the Symerons told them, that had they known sooner the chief end of their expedition, they could easily have gratified them; but that during the rainy season, which was now begun, and which continues six months, they could not recover the treasure, which they had taken from the Spaniards, out of the rivers in which they had concealed it. Drake, therefore, proposing to wait in this place till the rains were past; built, with the assistance of the Symerons, a fort of earth and timber; and leaving part of his company with the Symerons, set out with three pinnaces towards Carthagena; being of a spirit too active to be still patiently, even in a state of plenty and security, and with the most probable expectations of immense riches. On the 16th of October, he anchored within sight of Carthagena, without landing; and, on the 17th, going out to sea, took a Spanish bark; with which they entered the harbour, where they were accosted by a Spanish gentleman, whom they had some time before taken and set at liberty; who coming to them in a boat, as he pretended, without the knowledge of the governor, made them great promises of refreshment, and professions of esteem; but Drake, having waited till the next morning without the provisions he had been prevailed upon to expect, found that all this pretended kindness was no more than a stratagem to amuse him, while the governor was raising forces for his destruction. October 20, they took two frigates coming out of Carthagena without lading: why the Spaniards, knowing Drake to lie at the mouth of the harbour, sent out their vessels on purpose

to be taken, does not appear. Perhaps they thought that, in order to keep possession of his prizes, he would divide his company, and by that division be more easily destroyed. In a few hours afterwards, they sent out two frigates well manned, which Drake soon forced to retire, and having sunk one of his prizes, and burnt the other in their sight; leaped afterwards ashore, single, in defiance of their troops, which hovered at a distance in the woods, and on the hills, without ever venturing to approach within reach of the shot from the pinnaces. To leap upon an enemy's coast, in sight of a superior force, only to shew how little they were feared, was an act that would in these times meet with little applause; nor can the general be seriously commended, or rationally vindicated, who exposes his person to destruction, and, by consequence, his expedition to miscarriage, only for the pleasure of an idle insult, an insignificant bravado: all that can be urged in his defence, is, that, perhaps it might contribute to heighten the esteem of his followers; as few men, especially of that class, are philosophical enough to state the exact limits of prudence and bravery; or not to be dazzled with an intrepidity, how improperly soever exerted. It may be added, that, perhaps, the Spaniards, whose notions of courage are sufficiently romantic, might look upon him as a more formidable enemy, and yield more easily to a hero, of whose fortitude they had so high an idea.

However, finding the whole country advertised of his attempts, and in arms to oppose him, he thought it not proper to stay longer where there was no probability of success; and where he might in time be overpowered by multitudes, and determined, therefore, to go forwards to Rio de Hcka. This resolution, when it was known by his followers, threw them into astonishment; and the company of one of his pinnaces remonstrated to him, that though they placed the highest confidence in his conduct, they could not think of undertaking such a voyage without provisions; having only a gammon of bacon, and a small quantity of bread, for seventeen men. Drake answered them, that there was on board his vessel even a greater scarcity; but yet, if they would adventure to share his fortune, he did not doubt of extricating them from all their difficulties. Such was the heroic spirit of Drake, that he never suffered himself to be diverted from his designs by any difficulties; nor ever thought of relieving his exigencies, but at the expense of his enemies. Resolution and success reciprocally produce each other. He had not sailed more than three leagues, before they discovered a large ship, which they attacked with all the intrepidity that necessity inspires, and happily found it laden with excellent provisions. But finding his crew growing faint and sickly with their manner of living in the pinnaces, which was less commodious than on board the ships, he determined to go back to the Symerons; with whom he left his brother and part of his force, and attempt by their conduct to make his way over,

and invade the Spaniards in the inland parts, where they would probably never dream of an enemy. When they arrived at Port Diego, so named from the negro who had procured them their intercourse with the Symerons, they found Captain John Drake, and one of his company, dead; being killed in attempting, almost unarmed, to board a frigate well provided with all things necessary for its defence. The captain was unwilling to attack it, and represented to them the madness of their proposal; but being overborne by their clamours and importunities, to avoid the imputation of cowardice, complied to his destruction: so dangerous is it for the chief commander to be absent! Nor was this their only misfortune, for, in a very short time, many of them were attacked by the calenture, a malignant fever, very frequent in the hot climates, which carried away, among several others, Joseph Drake, another brother of the commander.

While Drake was employed in taking care of the sick men, the Symerons who ranged the country for intelligence, brought him an account, that the Spanish fleet was arrived at Nombre de Dios, the truth of which was confirmed by a pinnace, which he sent out to make observations. This, therefore, was the time for their journey, when the treasures of the American mines were to be transported from Panama, over land, to Nombre de Dios. He, therefore, by the direction of the Symerons, furnished himself with all things necessary, and on Feb. 3, set out from Port Diego. Having lost already 28 of his company, and being under a necessity of leaving some to guard his ship; he took with him only 18 English, and 30 Symerons; who, not only served as guides to shew the way, but as purveyors to procure provisions. They carried not only arrows for war, but for hunting and fowling; the heads of which are proportioned in size to the game which they are pursuing; for oxen, stags, or wild boars, they have arrows, or javelins, with heads weighing a pound and a half; which they discharge near hand, and which scarcely ever fail of being mortal. The second sort are about half as heavy as the other, and are generally shot from their bows; these are intended for smaller beasts. With the third sort, of which the heads are an ounce in weight, they kill birds. As this nation is in a state, that does not set them above continual cares for the immediate necessaries of life, he that can temper iron best is among them most esteemed, and, perhaps, it would be happy for every nation, if honours and applauses were as justly distributed, and he were most distinguished whose abilities were most useful to society. How many chimerical titles to precedence, how many false pretences to respect, would this rule bring to the ground. Every day, by sun-rising, they began to march; and having travelled till ten, rested near some river till twelve: then travelling again till four, they reposed all night in houses, which the Symerons had either left standing in their former marches, or very readily erected for them, by setting up three or four posts in the ground, and laying poles

from one to another, in form of a roof, which they thatched with palmetto boughs and plantane leaves. In the valleys, where they were sheltered from the winds, they left three or four foot below open; but on the hills, where they were more exposed to the chill blasts of the night, they thatched them close to the ground, leaving only a door for entrance, and a vent in the middle of the room, for the smoke of three fires, which they made in every house. In their march, they met not only with plenty of fruits upon the banks of the rivers, but with wild swine in great abundance, of which the Symerons, without difficulty, killed, for the most part, as much as was wanted. One day, however, they found an otter, and were about to dress it; at which Drake expressing his wonder, was asked by Pedro, the chief Symeron, "Are you a man of war, and in want, and yet doubt whether this be meat that hath blood in it?" For which Drake in private rebuked him, says the relator, whether justly or not, it is not very important to determine. There seems to be in Drake's scruple somewhat of superstition, perhaps not easily to be justified; and the negro's answer was at least martial, and will, I believe, be generally acknowledged to be rational.

On the third day of their march, Feb. 6, they came to a town of the Symerons, situated on the side of a hill, and encompassed with a ditch and a mud wall, to secure it from any sudden surprise. Here they lived with great neatness and plenty, and some observation of religion, paying great reverence to the cross; a practice which Drake prevailed upon them to change for the use of the Lord's Prayer. Here they importuned Drake to stay for a few days, promising to double his strength; but he either thinking greater numbers unnecessary, or fearing that if any difference should arise, he should be overborne by the number of the Symerons, or that they would demand to share the plunder that should be taken, in common, or for some other reasons, that easily occur, refused any addition to his troop, endeavouring to express his refusal in such terms as might heighten their opinion of his bravery. He then proceeded on his journey through cool shades, and lofty woods; which sheltered them so effectually from the sun, that their march was less toilsome than if they had travelled in England during the heat of the summer. Four of the Symerons that were acquainted with the way, went about a mile before the troop, and scattered branches to direct them; then followed twelve Symerons, after whom came the English, with the two leaders, and the other Symerons closed the rear.

On Feb. 11, they arrived at the top of a very high hill; on the summit of which grew a tree of wonderful greatness, in which they had cut steps for the more easy ascent to the top; where there was a kind of tower, to which they invited Drake: and from thence shewed him not only the North Sea, from whence they came, but the great South Sea, on which no English vessel had ever sailed. This prospect exciting his natural curiosity,

and ardour for adventures and discoveries, he lifted up his hands to God, and implored his blessing upon the resolution which he then formed, of sailing in an English ship on that sea. Then continuing their march, they came, after two days, into an open, level country, where their passage was somewhat incommoded with the grass, which is of a peculiar kind, consisting of a stalk like that of wheat, and a blade, on which the oxen and other cattle feed, till it grows too high for them to reach; then the inhabitants set it on fire, and in three days it springs up again; this they are obliged to do thrice a year, so great is the fertility of the soil. At length, being within view of Panama, they left all frequented roads, for fear of being discovered, and posted themselves in a grove near the way between Panama, and Nombre de Dios; then they sent a Symeron, in the habit of a negro of Panama, to inquire on what night the recoes, or drivers of mules, on which the treasure is carried, were to set forth. The messenger was so well qualified for his undertaking, and so industrious in the prosecution of it, that he soon returned, with an account, that the treasurer of Lima, intending to return to Europe, would pass that night, with eight mules laden with gold, and one with jewels. Having received this information, they immediately marched towards Venta Cruz, the first town on the way to Nombre de Dios, sending for security two Symerons before, who, as they went, perceived by the scent of a match, that some Spaniards were before them, and going silently forwards, surprised a soldier asleep upon the ground. They immediately bound him, and brought him to Drake, who, upon inquiry, found that their spy had not deceived them in his intelligence. The soldier having informed himself of the captain's name, conceived such a confidence in his well known clemency, that after having made an ample discovery of the treasure that was now at hand, petitioned not only that he would command the Symerons to spare his life, but when the treasure should fall into his hands, he would allow him as much as might maintain him and his mistress; since they were about to gain more than their whole company could carry away. Drake then ordered his men to lie down in the long grass, about fifty paces from the road; half on one side, with himself, and half on the other, with Oxenham and the captain of the Symerons, so much behind, that one company might seize the foremost recoe, and the other the hindermost: for the mules of these recoes, or drovers, being tied together, travel on a line, and are all guided by leading the first.

When they had lain about an hour in this place, they began to hear the bells of the mules on each hand; upon which orders were given, that the drovers which came from Venta Cruz should pass unmolested, because they carried nothing of great value; and those only be intercepted which were travelling thither, and that none of the men should rise up till the signal should be given: but one Robert Pike, heated with strong liquor, left his

company, and prevailed upon one of the Symerons to creep with him to the way side, that they might signalize themselves by seizing the first mule; and hearing the trampling of a horse, as he lay, could not be restrained by the Symeron from rising up to observe who was passing by. This he did so imprudently, that he was discovered by the passenger, for by Drake's order, the English had put their shirts on over their coats; that the night and the tumult might not hinder them from knowing one another. The gentleman was immediately observed by Drake to change his trot into a gallop, but the reason of it not appearing, it was imputed to his fear of the robbers that usually infest that road; and the English still continued to expect the treasure. In a short time one of the recoes who were passing towards Venta Cruz, came up, and was eagerly seized by the English, who expected nothing less than half the revenue of the Indies: nor is it easy to imagine their mortification, and perplexity, when they found only two mules laden with silver, the rest having no other burden than provisions. The driver was brought immediately to the captain, who informed him, that the horseman whom he had observed pass by with so much precipitation, had informed the treasurer of what he had observed, and advised him to send back the mules that carried his gold and jewels, and suffer only the rest to proceed; that he might by that cheap experiment discover whether there was any ambush on the way.

That Drake was not less disgusted than his followers, at the disappointment, cannot be doubted; but there was now no time to be spent in complaints. The whole country was alarmed, and all the force of the Spaniards was summoned to overwhelm him. He had no fortress to retire to, every man was his enemy, and every retreat better known to the Spaniards than to himself. This was an occasion that demanded all the qualities of an hero; an intrepidity never to be shaken, and a judgment never to be perplexed. He immediately considered all the circumstances of his present situation, and found that it afforded him only the choice of marching back by the same way through which he came, or of forcing his passage to Venta Cruz. To march back was to confess the superiority of his enemies, and to animate to the pursuit; the woods would afford opportunities of ambush, and his followers must often disperse themselves in search of provisions, who would become an easy prey, dispirited by their disappointment, and fatigued by their march. On the way to Venta Cruz, he should have nothing to fear but from open attacks, and expected enemies.

Determining, therefore, to pass forward to Venta Cruz, he asked Pedro, the leader of the Symerons, whether he was resolved to follow him; and having received from him the strongest assurances that nothing should separate them, commanded his men to refresh themselves, and prepare to set forward. When they came within a mile of the town, they dismissed

the mules, which they had made use of for their more easy and speedy passage, and continued their march along a road cut through thick woods, in which a company of soldiers, who were quartered in the place to defend it against the Symerons, had posted themselves, together with a convent of friars, headed by one of the brethren, whose zeal against the northern heresy had incited him to hazard his person, and assume the province of a general.

Drake, who was advertised by two Symerons, whom he sent before, of the approach of the Spaniards, commanded his followers to receive the first volley without firing. In a short time he heard himself summoned by the Spanish captain to yield, with a promise of protection and kind treatment; to which he answered with defiance, contempt, and the discharge of his pistol. Immediately the Spaniards poured in their shot, by which only one man was killed, and Drake, with some others, slightly wounded; upon which the signal was given by Drake's whistle to fall upon them. The English, after discharging their arrows and shot, pressed furiously forward, and drove the Spaniards before them; which the Symerons, whom the terror of the shot had driven to some distance, observed, and recalling their courage, animated each other with songs in their own language, and rushed forward with such impetuosity, that they overtook them near the town, and, supported by the English, dispersed them with the loss of only one man; who, after he had received his wound, had strength and resolution left to kill his assailant. They pursued the enemy into the town, in which they met with some plunder, which was given to the Symerons, and treated the inhabitants with great clemency, Drake himself going to the Spanish ladies, to assure them that no injuries should be offered them; so inseparable is humanity from true courage.

Having thus broken the spirits, and scattered the forces of the Spaniards, he pursued his march to his ship, without any apprehension of danger, yet with great speed, being very solicitous about the state of the crew; so that he allowed his men, harassed as they were, but little time for sleep or refreshment; but by kind exhortations, gentle authority, and a chearful participation of all their hardships, prevailed upon them to bear without murmurs, not only the toil of travelling, but, on some days, the pain of hunger. In this march he owed much of his expedition to the assistance of the Symerons, who being accustomed to the climate, and naturally robust, not only brought him intelligence, and shewed the way, but carried necessaries, provided victuals, and built lodgings; and when any of the English fainted in the way, two of them would carry him between them for two miles together; nor was their valour less than their industry, after they learned, from their English companions, to despise the fire-arms of the Spaniards. When they were within five leagues of the ships, they found a town built in

their absence by the Symerons, at which Drake consented to halt; sending a Symeron to the ship, with his gold tooth-pick as a token, which, though the master knew it, was not sufficient to gain the messenger credit, till upon examination he found that the captain, having ordered him to regard no message without his hand-writing, had engraven his name upon it with the point of his knife. He then sent the pinnace up the river, which they met; and afterwards sent to the town, for those whose weariness had made them unable to march further. On Feb. 23, the whole company was reunited; and Drake, whose good or ill success never prevailed over his piety, celebrated their meeting with thanks to God.

Drake, not yet discouraged, now turned his thoughts to new prospects, and, without languishing in melancholy reflections upon his past miscarriages, employed himself in forming schemes for repairing them. Eager of action, and acquainted with man's nature, he never suffered idleness to infect his followers with cowardice; but kept them from sinking under any disappointment, by diverting their attention to some new enterprise. Upon consultation with his own men, and the Symerons, he found them divided in their opinions: some declaring, that before they engaged in any new attempt, it was necessary to increase their stores of provisions; and others urging, that the ships in which the treasure was conveyed should be immediately attacked. The Symerons proposed a third plan, and advised him to undertake another march over land, to the house of one Pezaro, near Veragua, whose slaves brought him every day more than two hundred pounds sterling from the mines, which he heaped together in a strong stone house, which might, by the help of the English, be easily forced. Drake, being unwilling to fatigue his followers with another journey, determined to comply with both the other opinions, and manning his two pinnaces, the Bear and the Minion, he sent John Oxenham, in the Bear, towards Tolon, to seize upon provisions, and went himself, in the Minion, to the Cabezas, to intercept the treasure that was to be transported from Veragua, and that coast, to the fleet at Nombre de Dios: first dismissing, with presents, those Symerons that desired to return to their wives, and ordered those that chose to remain to be entertained in the ship. Drake took at the Cabezas a frigate of Nicaragua; the pilot of which informed him that there was in the harbour of Veragua, a ship freighted with more than a million of gold, to which he offered to conduct him (being well acquainted with the soundings), if he might be allowed his share of the prize: so much was his avarice superior to his honesty. Drake, after some deliberation, complying with the pilot's importunities, sailed towards the harbour, but had no sooner entered the mouth of it, than he heard the report of artillery, which was answered by others at a greater distance, upon which the pilot told him that they were discovered, this being the signal appointed by the

governor to alarm the coast. Drake now thought it convenient to return to the ship, that he might inquire the success of the other pinnace, which he found with a frigate that she had taken, with twenty-eight fat hogs, two hundred hens, and a great store of maize, or Indian corn. The vessel itself was so strong, and well built, that he fitted it out for war, determining to attack the fleet at Nombre de Dios.

On March the 21st he set sail with the new frigate, and the Bear, towards the Cabezas; at which he arrived in about two days, and found there Jetu, a Frenchman, with a ship of war, who, after having received from him a supply of water, and other necessaries, entreated that he might join with him in his attempt, which Drake consenting to, admitted him to accompany him with twenty of his men; stipulating to allow them an equal share of whatever booty they should gain. Yet were they not without some suspicions of danger from this new ally, he having eighty men, and they being now reduced to thirty-one. Then manning the frigate and two pinnaces, they set sail for the Cabezas, where they left the frigate, which was too large for the shallows over which they were to pass, and proceeded to Rio Francisco. Here they landed, and having ordered the pinnaces to return to the same place on the 4th day following, travelled through the woods towards Nombre de Dios, with such silence and regularity, as surprised the French; who did not imagine the Symerons so discreet, or obedient, as they appeared, and were therefore in perpetual anxiety about the fidelity of their guides, and the probability of their return. Nor did the Symerons treat them with that submission and regard which they paid to the English, whose bravery and conduct they had already tried. At length, after a laborious march of more than seven leagues, they began to hear the hammers of the carpenters in the bay, it being the custom in that hot season to work in the night; and in a short time they perceived the approach of the recoes, or droves of mules, from Panama. They now no longer doubted that their labours would be rewarded; and every man imagined himself secure from poverty, and labour, for the remaining part of his life. They, therefore, when the mules came up, rushed out and seized them, with an alacrity proportioned to their expectations. Three droves consisted of one hundred and nine mules; each of which carried three hundred pounds weight of silver. It was to little purpose that the soldiers, ordered to guard the treasure, attempted resistance. After a short combat, in which the French captain, and one of the Symerons, were wounded, it appeared with how much greater ardour men are animated by interest, than fidelity. As it was possible for them to carry away but a small part of this treasure, after having wearied themselves with hiding it in holes and shallow waters, they determined to return by the same way, and without being pursued entered the woods; where the French captain, being disabled by his wound, was obliged to stay, two of his company continuing with him.

When they had gone forward about two leagues, the Frenchmen missed another of their company; who, upon inquiry, was known to be intoxicated with wine, and supposed to have lost himself in the woods, by neglecting to observe the guides. But common prudence not allowing them to hazard the whole company by too much solicitude for a single life, they travelled on towards Rio Francisco, at which place they arrived April the 3d; but looking out for their pinnaces, were surprised with the sight of seven Spanish shallops; and immediately concluded that some intelligence of their motions had been carried to Nombre de Dios, and that these vessels had been fitted out to pursue them, which might undoubtedly have overpowered the pinnaces and their feeble crew: nor did their suspicion stop here; but immediately it occurred to them, that their men had been compelled by torture, to discover where their frigate and ship were stationed; which being weakly manned, and without the presence of the chief commanders, would fall into their hands, almost without resistance; and all possibility of escaping be entirely cut off. These reflections sunk the whole company into despair; and every one, instead of endeavouring to break through the difficulties that surrounded him, resigned up himself to his ill fortune: when Drake, whose intrepidity was never to be shaken, and whose reason was never to be surprised, or embarrassed, represented to them, that though the Spaniards should have made themselves masters of their pinnaces, they might yet be hindered from discovering the ships. He put them in mind that the pinnaces could not be taken; the men examined; their examinations compared; the resolutions formed; their vessels sent out; and their ships taken, in an instant. Some time must necessarily be spent before the last blow could be struck; and if that time were not negligently lost, it might be possible for some of them to reach the ships before the enemy; and direct them to change their station.

They were animated with this discourse, by which they discovered that their leader was not without hope; but, when they came to look more nearly into their situation, they were unable to conceive upon what it was founded. To pass by land was impossible, as the way lay over high mountains, through thick woods, and deep rivers; and they had not a single boat in their power, so that a passage by water seemed equally impracticable. But Drake, whose penetration immediately discovered all the circumstances and inconveniencies of every scheme, soon determined upon the only means of success which their condition afforded them; and ordering his men to make a raft out of the trees that were then floating on the river, offered himself to put off to sea upon it, and chearfully asked who would accompany him. John Owen, John Smith, and two Frenchmen, who were willing to share his fortune, embarked with him on the raft, which was fitted out with a sail made of a bisket-sack, and an oar to direct its course, instead of a rudder. Then having comforted the rest with

assurances of his regard for them, and resolution to leave nothing unattempted for their deliverance, he put off; and after having, with much difficulty, sailed three leagues, descried two pinnaces hasting towards him, which upon a nearer approach, he discovered to be his own; and perceiving, that they anchored behind a point that jutted out into the sea, he put to shore, and crossing the land on foot, was received by his company with that satisfaction which is only known to those that have been acquainted with dangers, and distresses. This same night they rowed to Rio Francisco; where they took in the rest, with what treasure they had been able to carry with them through the woods; then sailing back with the utmost expedition, they returned to their frigate, and soon after to their ship, where Drake divided the gold and silver equally between the French and the English. Here they spent about 14 days in fitting out their frigate more completely; and then dismissing the Spaniards with their ship, lay a few days among the Cabezas, while twelve English and sixteen Symerons travelled once more into the country, as well to recover the French captain, whom they had left wounded, as to bring away the treasure which they had hid in the sands. Drake, whom his company would not suffer to hazard his person in another land expedition, went with them to Rio Francisco, where he found one of the Frenchmen who had stayed to attend their captain, and was informed by him, upon his inquiries after his fortune, that half an hour after their separation, the Spaniards came upon them, and easily seized upon the wounded captain; but that his companion might have escaped with him, had he not preferred money to life; for seeing him throw down a box of jewels that retarded him, he could not forbear taking it up; and with that, and the gold which he had already, was so loaded that he could not escape. With regard to the bars of gold and silver, which they had concealed in the ground, he informed them that two thousand men had been employed in digging for them. The men, however, either mistrusting the informer's veracity, or confident that what they had hidden could not be found, pursued their journey; but upon their arrival at that place, found the ground turned up for two miles round, and were able to recover no more than thirteen bars of silver, and a small quantity of gold. They discovered afterwards that the Frenchman who was left in the woods, falling afterwards into the hands of the Spaniards, was tortured by them, till he confessed where Drake had concealed his plunder. So fatal to Drake's expedition was the drunkenness of his followers. Then dismissing the French, they passed by Carthagena with their colours flying, and soon after took a frigate laden with provisions and honey; which they valued, as a great restorative, and sailed away to the Cabezas. Here they stayed about a week to clean their vessels, and fit them for a long voyage, determining to set sail for England. And that the faithful Symerons might not go away unrewarded, broke up their pin-

naccs, and gave them the iron; the most valuable present in the world to a nation whose only employments were war and hunting, and amongst whom shew and luxury had no place. Pedro, their captain, being desired by Drake to go through the ship, and to choose what he most desired, fixed his eye upon a scymeter set with diamonds, which the French captain had presented to Drake; and being unwilling to ask for so valuable a present, offered for it four large quoits, or thick plates of gold, which he had hitherto concealed: but Drake, desirous to shew him that fidelity seldom is without a recompence, gave it him with the highest professions of satisfaction and esteem: Pedro receiving it with the utmost gratitude, informed him, that by bestowing it, he had conferred greatness and honour upon him; for by presenting it to his King, he doubted not of obtaining the highest rank amongst the Symerons. He then persisted in his resolution of leaving the gold, which was generously thrown by Drake into the common stock; for, he said, "that those, at whose expense he had been sent out, ought to share in all the gain of the expedition, whatever pretence cavil and chicanery might supply for the appropriation of any part of it." Thus was Drake's character consistent with itself; he was equally superior to avarice and fear; and through whatever danger he might go in quest of gold, he thought it not valuable enough to be obtained by artifice or dishonesty.

They now forsook the coast of America, which for many months they had kept in perpetual alarms, having taken more than two hundred ships of all sizes between Carthagena and Nombre de Dios; of which they never destroyed any, unless they were fitted out against them, nor ever detained the prisoners longer than was necessary for their own security or concealment, providing for them in the same manner as for themselves, and protecting them from the malice of the Symerons: a behaviour, which humanity dictates, and which perhaps even policy cannot disapprove. He must certainly meet with obstinate opposition, who makes it equally dangerous to yield as to resist, and who leaves his enemies no hopes but from victory. What riches they acquired, is not particularly related; but it is not to be doubted, that the plunder of so many vessels, together with the silver which they seized at Nombre de Dios, must amount to a very large sum; though the part that was allotted to Drake was not sufficient to lull him in effeminacy, or to repress his natural inclination to adventures. They arrived at Plymouth on the 9th of August, 1573, on Sunday in the afternoon; and so much were the people delighted with the news of their arrival, that they left the preacher, and ran in crowds to the key, with shouts and congratulations.

(To be continued.)

NAUTICAL ANECDOTES, &c.

LORD NELSON AND LADY HAMILTON.

Lady Hamilton has published a statement of her case, laying claims to a remuneration from the public, for her services at the court of Sicily.—The following anecdote, relative to the codicil of Lord Nelson's will, in which he bequeathed her ladyship to the protection of the country, has not yet been before our readers :—

" When Captain Blackwood," says Lady Hamilton, " brought it (the will) home, he gave it to the present Earl Nelson, who, with his wife and family, were then with me, and had indeed been living with me many months—To their son I was a mother; and their daughter, Lady Charlotte, had been exclusively under my care for six years. The Earl, afraid I should be provided for in the sum that parliament was expected to grant, to uphold the hero's name and family, kept the codicil in his pocket until the day 200,000*l.* was voted for that purpose ; *on that day* he dined with me in Clarges-street: hearing at table what was done, he took the *codicil out*, threw it to me, and said, with a very coarse expression, " that I might now do as I pleased with it:" I had it registered the next day at Doctors' Commons, where it now rests for the national redemption."

Another anecdote related by her Ladyship is as follows :—

" When Sir William was recalled from his embassy at Palermo, in 1800, the Queen determined to travel with us as far as Vienna, to see her daughter, then Empress of Germany. Nelson also accompanied us. His Lordship and Sir William were present at my parting with the Queen: at that affecting moment, her Majesty put into my hands a paper, saying it was the conveyance of 1000*l.* a year, that she had fixed to invest for me in the hands of Friez, the government banker at Vienna. This she said, ' lest by any possibility I should not be suitably compensated for the services I had rendered, the monies I generously expended, and the losses I had so voluntarily sustained for the benefit of her nation and my own.'—As I then stood, I thought the acceptance of such a reward from the Queen, *circumstanced* as she was, unworthy a British heart; with every expression of respect and gratitude to her Majesty, I destroyed the instrument, saying, England was ever just, and, to her faithful servants, *generous!*—and that I would feel it insulting to my own beloved magnanimous Sovereign, to accept of meed or reward from any other hand."

ISLAND OF LISSA.

At a sale of a prize lately, at Lissa, belonging to the Alcmene, a bag of fine flax was sold for 70 dollars; which it afterwards came out, unknown to the prize-agent, was bought by *the owner*, and contained several valuable *gold repeating watches!* The island of Lissa, we understand, is going on very prosperously, since it has been made a free port. Provisions were abundant and cheap: beef and mutton 3d. and 4d. per lb. flour 2d. and 3d.

per lb. wine 2d. per bottle, and every other necessary article of life in proportion, excepting vegetables and water, which were both scarce.

HIGH TIDES IN THE YEAR 1813.

The Almanack of the French Board of Longitude, for 1813, announces, that the strongest tides of the year will be those of April 2, May 1, October 11, and November 9; these four tides will be high enough to occasion inundations especially if they are aided by winds.

ENGINEERING EXPERIMENTS.

In the last week of January, an experiment was made on board the Venerable and Dædalus, at Spithead, with a view to ascertain the efficiency and use of light 24-pounder guns (which those ships are fitted with), as a substitute for the guns in common use, carrying the same weight of shot. The desirable thing to effect is, to make ships of small rate throw as heavy a weight of shot as possible, without a heavy weight of metal, which is found to strain the ships in blowing weather. This experiment demonstrated that the light 24-pounder guns, weighing 33 cwt. each, when double-shotted, will not carry their shot beyond 450 yards; whilst the common 24-pounders, but which weigh nearly 50 cwt. will throw *three* shots from 1000 to 1200 yards. The consequence would be, that an English ship, fitted with these light guns, meeting with an enemy armed with the usual weight of metal, might, by distant firing, become disabled before the light guns would reach her adversary; and, consequently, the shot from the light guns, even at a closer distance, would lodge itself in the ship's side, while that of her enemy would go through both sides. In the experiment made on board the Venerable, 20 rounds were fired from the same guns, with first 4½, and then (as the guns heated) 4 lbs. of powder, in the short space of 19 minutes; but it was attended with very considerable recoil, much jumping of the gun towards the close, the fire from the muzzle (the gun being also shorter than the usual ones) came in-board, which is an inconvenience, attended with danger, particularly in a two-decked ship. The gun was elevated three degrees, when it carried about 450 yards; but once, by mistake, when elevated only one and a half degree, the shot dropped into the water at about 200 yards distance. The light 24-pounders are not on Gover's principle, not having any chamber. The experiment was conducted by Captain Milne (of the Venerable) and several officers of the navy, and Colonel Salmon, an officer of the royal artillery.

ESCAPE OF THE ARMIDE.

On the evening of January 16, H. M.'s frigate Armide went on shore on Point St. Jaques, Quiberon Bay. On striking, every one on board gave himself up for lost, as the ship lay within reach of two heavy batteries. Being questioned from the shore, as to name and nation, the pilot promptly answered—"The President frigate, from America."—It was then asked from the batteries if they wanted "a pilot," offering other assistance, and concluding with informing them that there was an English frigate on the station. The answer from the Armide was, that they had a "pilot" on

board—that no assistance was wanted; and that they should soon float off. The frigate was at this time in a most distressed condition, the tide ebbing, and leaving her nearly high and dry. On the return of the tide, however, (having lightened her as much as possible) the Armide floated, and the Frenchmen discovered, too late, the *ruse de guerre*. A firing commenced immediately, but without effect, and the Armide pursued her voyage to Plymouth Sound, where she safely arrived.

Captain Temple, commander of the Armide; Mr. Nicholas, master; and André Bernier, pilot; have since been tried by a court martial; by the sentence of which, Captain T. was reprimanded and admonished; the master dis-rated from his ship, and to serve for one year in one of a lower rate; and the pilot to be mulct of all his pay, and to be imprisoned two months in the Marshalsea.

NAVAL MEMBERS OF THE NEWLY-ELECTED PARLIAMENT OF THE UNITED-KINGDOM.

Names.	*Rank.*	*Places.*
Sir Edward Buller, *Bart.*	Vice-admiral	East-Looe.
George Campbell, *Esq.*	Vice-admiral	Carmarthen
Lord Cochrane, K.B.	Captain	Westminster
Sir John Thomas Duckworth, K.B.	Admiral	N. Romney
William Johnstone Hope, *Esq.*	Rear-admiral	Dumfries-shire
John Markham, *Esq.*	Vice-admiral	Portsmouth
Robert Moorsom, *Esq.*	Rear-admiral	Queenborough
Sir Harry Neale, *Bart.*	Rear-admiral	Lymington
Charles Herbert Pierrepoint, *Viscount* Newark	Captain	Nottingham-shire
Honorable Charles Paget	Captain	Caernarvon
Pownoll Bastard Pellew, *Esq.*	Captain	Launceston
Sir Charles Morice Pole, *Bart.*	Admiral	Plymouth
Lord William Stuart	Captain	Cardiff
Sir Thomas Boulden Thompson, *Bart.*	Rear-admiral	Rochester
Sir Joseph Sydney Yorke, *Knight*	Rear-admiral	Sandwich

NATIONAL DEBT.

An account of the reduction of the National Debt, from August 1, 1786, to Nov. 1, 1812:—

Redeemed by the Sinking Fund	£.204,527,600
Transferred by Land-tax redeemed	24,274,632
Ditto by Life Annuities purchased	1,907,149
On account of Great Britain	230,709,390
Ditto of Ireland	10,229,494
Ditto of Imperial Loan	1,346,905
Ditto of Loan to Portugal	147,567
Total	242,432,456

The sum to be expended in the ensuing quarter is 3,813,994*l.* 17*s.* 11½*d.*

CORRESPONDENCE.

MR. EDITOR, *16th January*, 1813.

I BEG to offer a few observations on a subject which has called forth universal attention; namely, the capture of two of our frigates in single action, and which, I hope, will tend to obviate the unfounded impressions it appears too generally to have made.

People, unacquainted with sea matters, are apt to infer a perfect equality in the term frigate; and although many of our newspapers, and other publications, have lately endeavoured to elucidate this point, it cannot but be observed, that the loss of the Guerriere and Macedonian is still viewed (even by many who are well informed) as a national source of regret, and a blemish in our naval annals. With the larger portion of these I am confident that this springs from the proud spirit of Englishmen, indignant at the bare sound and appearance of a defalcation of our usual superiority on our own element.—Such I leave to time and reason—it is the race of croakers, and the timid-hearted, I desire to address; requesting them to refrain from giving vent to fears and inferences, as injurious as they are unfounded. When a British frigate of equal force shall submit to an American, we may then allow our trans-atlantic descendants a *plea* of equality; but that the two instances before us can give them the smallest claim to it, I deny.

The disparity of loss in men, and injury sustained, at once shews the great advantage in weight of fire which the Constitution and United States must have had, from their superior size, and calibre of their guns, over our eight-and-thirty's; and although I am convinced that there is no ship of that rate in our service, provided she be in an effective state, which will hereafter shun an action with either of the three overgrown American frigates, we ought not to allow our opinion of the heroic and far-famed bravery of British tars, whose blood has been so copiously spilt in establishing our naval fame, to be at all impaired, because their gallantry leads them to contend against such a disparity of force as must necessarily render success precarious. We may be told, that our experience in war ought to have counterbalanced any difference of this sort; and, therefore, let us meet this point openly.—Can we doubt that, before these American *first rates* quitted their ports, every effort was not made to render them and their crews as complete and formidable as possible? And where could be the difficulty of doing this effectually, when, in addition to their immense mensions, and weight of metal, we recollect the numbers and quality of heir men?

The native American seamen are second but to British, and *one third* of their crews, we are told (more than equal to one half of either the Guerriere's or Macedonian's complement), are our fellow countrymen, who, having learnt to conquer under the British flag, no doubt fill the most material situations of petty officers and captains of the guns. Naval officers well know, that it is some of our prime seamen who have been

seduced from our service by American chicanery, aided by the monstrous system of naturalization which they have arrogantly set up, and which they impudently assert absolves them from allegiance to their native soil.—I have little doubt that I should be correct in saying, that the number of A. B.'s on the books of the Guerriere and Macedonian, did not nearly equal that of British able seamen opposed to them in the Constitution and United States.

It is high time for our government to take effectual steps to counteract the novel and inadmissible doctrine, that any pretended power of naturalization can lawfully transfer a man's services from his own country to that of a foreign state; and I earnestly hope, that hostilities will never cease, until America abrogates this infamous and highly injurious practice. In the mean while, every effort should be made to undeceive such as are the dupes of this dangerous system, and to shew those who are deaf to the call, that they cannot be traitors to their King and Country with impunity. Unless this growing evil be put a decisive stop to, there is no calculating to what height it may arrive; for, as the American navy increases, its alarming consequences will naturally increase also.

Should this communication meet a place in the NAVAL CHRONICLE, I shall hereafter trouble you with some further opinions on other branches of this subject.

ÆOLUS.

MR. EDITOR, *Bristol, 28th January*, 1813.

THE misfortune which has lately befallen two of our frigates, on being captured by the Americans, has been a matter of astonishment to the public. To account for the superiority of the Americans, several statements have been made: *viz.* the extraordinary dimensions of the American frigates—their height above the water—the crews being picked men, and far more numerous, &c. &c. These are confessedly great advantages, but can be deemed only minor considerations to the true cause; that is, their having guns of a superior calibre to the British frigates, carrying 24-pounders, while the British have only 18-pounders. I am confident, that had the British frigates guns of equal calibre with the Americans, we should have had a different account than what has been related.

Illustrative of this superiority—Suppose a first rate man of war, which has all the above advantages in a superior degree, and carrying 120 guns, to have only 18, 12, and 6-pounders, opposed to a 74-gun ship, carrying 32-pounders on her lower gun-deck. The first rate ship would, after an action of two hours, be hammered into snuff by the third rate.

In the PILOT newspaper, of the 26th inst. it is said that the Culloden is going to be cut down, and to have 24-pounder guns on her lower deck, and 32-pounder carronades on the upper. Why deprive her of the advantage of retaining the 32-pounder guns already on board, as it is asserted that, after the intended alterations are completed, she will then be scarcely equal to the American frigates?—or, it may be asked, why cut her down at all?—It is not usual to reduce one's strength when going to fight an enemy,

because he happens to be the weakest. However, as *razées* are determined on, I beg to suggest the propriety of their carrying 32-pounder guns on their lower deck, and if 68-pounder carronades were given to the upper deck, instead of 32-pounders, their superiority would be considerably increased.

Your obedient servant,

AN IRON GUN OF A LARGE CALIBRE.

MR. EDITOR, *14th January*, 1813.

FEW circumstances, perhaps, appear more astonishing, than the unfortunate and inglorious commencement of the present war with America, on the ocean, the theatre of so many victories to Britons. *Inglorious*, I say, because unsuccessful; but I am ready to bear testimony to the gallant and noble exertions of the officers and ships' companies who have been obliged to yield (after *seeking* the combat) to the enemies' superiority; which we have *now only* been taught to acknowledge. The American ships are called frigates, though, in reality, they are 60-gun ships. British frigates hitherto have, and will, I am certain, continue successfully to fight vessels of the same description, belonging to any nation whatever: with respect to these American men of war, which they are now known to be, it must not henceforth be expected that our frigates can go alongside of them. The capture of the Guerriere, of the Macedonian, and of the Frolic, though a subject of annoyance to us at the beginning of the contest, and of exultation and encouragement to the enemy, is to be attributed to accident alone, and not to any remissness of the board of Admiralty; and the numerous squadrons which have sailed, and are now cruising for the American frigates in every direction where they may be expected to be found; with the very ample force employed on the American station (consisting of six or eight sail of the line, and double that number of heavy frigates, besides smaller vessels, makes it almost impossible for them long to escape us; and, I have no fear, they will soon be taught to acknowledge it a vain attempt to wrest from us the trident of the ocean. We have for the moment employed our fastest sailing line-of-battle ships to go in search of them; but it appears that several of our oldest 74's are to be cut down to 50-gun ships, to be employed, when ready, on the American station. I do not pretend to say, whether it would not have been more advisable to continue them as they are at present: if it will increase their rate of sailing, it may be a good plan, and an economical one, as to men, but, at any rate, I think they ought to have new names. The Resolution, Monarch, Thunderer, &c. have often taken their stations with honour and glory in the *line of battle*. There they cannot again be expected to appear; let them therefore assume the names formerly belonging to our fifties, *viz.* the Falmouth, Greenwich, Essex, Kingston, Newcastle, Weymouth, Dorset, &c. and their present names be transferred to new ships of 74 guns.

I must now remark a little on the shamefully unprotected state in which our trade in the West Indies has been left, since the capture of the French islands. Their privateers had decreased, and it might be proper, perhaps,

to withdraw a portion of our naval forces to other quarters; but, at the commencement of an American war, *every body* must have known, the West Indies was the station their privateers would choose; and there, indeed, they have found little to oppose them in their career. I hope both the Leeward islands and Jamaica stations will *now* be immediately reinforced with frigates and sloops; at least six of the former, and double that number of the latter, are necessary to protect our trade on each; and were they to sail from England in squadrons, and separately to scour the West Indies, they would soon give a good account of many of these depredators. Squadrons of this description ought to cruise from time to time and with one 74 each, could safely conduct our homeward-bound West India and Jamaica fleets to Britain, when their cruise was out. These hints, I hope, may be useful; and, before I conclude, I would suggest the propriety and necessity of affording ample protection and convoy to the ships now fitting for Davis's Straits, and the Greenland fisheries; the former being much in the way of the Americans, and both likely to attract their notice.

ALBION.

P. S.—My idea of protecting our West India trade *home*—for the convoy *out* goes to the American station—is simply this:—Send, every month or two, a squadron of one 74, two frigates, and two sloops of war, to cruise off Madeira, the Western islands, &c. for a month; then to call at Tortola for the homeward-bound fleets, on the 10th April, 20th June, and 1st August; and the same for Jamaica. We should thus protect our own trade, take their cruisers and privateers, and keep them completely at bay. We have ships, let them be properly stationed and managed.

MR. EDITOR, *January* 12, 1813.

I HAVE only just now had the pleasure of perusing your interesting CHRONICLE for October last. I there find a letter, p. 293, from a "Friend to Naval Merit," containing some pertinent, and, in my opinion, judicious remarks. He has stated that Captains Hoste, Gordon, Hornby, and the late Captain Whitby, were *all* appointed to *new* frigates. With the exception of Captain Gordon, his assertion is correct: that officer was appointed to the Seahorse, which was commanded by the late Captain J. Stewart (whose memoir is inserted in the N. C. Vol. XXVIII. page 1), and paid off on her return from Sicily, with Lord Amherst, about July, 1811, at Woolwich, and there thoroughly repaired.

I am, Mr. Editor,

Your humble servant,

TOM STARBOARD.

P. S. He should have added, they were all honoured with gold medals, to be worn with their uniforms, for their gallantry at Lissa, by the Board of Admiralty.

SIR,

I see by your publication of yesterday, that you have thought proper to move me from the Warrior—I beg to assure you, that I not only still command that ship, but hope to continue in her. Sir H. Popham has the tirling-Castle, which ship carries out Lord Moira and his family,

Yours, obediently,

January 27, 1813. TORRINGTON.

*** The foregoing letter was in point of fact addressed to the editor of an evening newspaper, in which it appeared; but has been transferred to the pages of the N. C. as correcting erroneous intelligence to which general currency has been given, and as a characteristic *trait* of plain dealing.

MR. EDITOR, *Portsmouth*, 1. *January*, 1813.

IN common with all who feel a warm interest in our country's welfare, I deplore the disasters which have marked the outset of this second American war: but I think the remarks made thereon by certain of the daily prints, attached to that domestic faction now styled "opposition," of an objectionable tendency; therefore, I am glad to avail myself of the medium of your more impartial publication, to offer a few observations on the other side of the question, with a view to counteract depression of ational spirit, or depreciation of professional character.

I am ready to admit, that the character of prowess and of good fortune may occasionally help to intimidate a weak foe; but I am not by any means prepared to allow, that our many and glorious victories on that element, which we call our own, have proceeded from any cause, but the uperior skill, and determined valour of our sailors, aided by every ssistance that could be derived from a strict discipline, and a well found ship. But what is there in all these circumstances that can ensure an uninterrupted course of victory to our arms, or enable us to cope with odds so fearful as those which have lately twice succeeded in the contest.—Being no sailor, and claiming but little knowledge in nautical affairs, it is with much hesitation that I venture to express a regret, that a high spirit of honour should have caused our naval commanders to meet so unequal a force; the avoidance of a combat where the disparity of strength was so material, would surely have been justified by every consideration, nor could even "a soldier's or a sailor's honour" have blushed at the deed. "Prudence is the better part of valour," and the brave blood which flows through British bosoms should not be thus sacrificed to an empty sound, nor should our frigates be still suffered to waste their strength, and sacrifice their means, at the altar of impracticability. Nor, because the Americans have thought proper to build vessels of a very superior class, loftier out of the water, of a tonnage nearly equal to our line-of-battle ships, carrying almost as many guns, and not very short of the number of men, and then call them frigates, shall we, I say, accepting this misnomer, suffer our frigates to meet this disproportionate strength, and spill their best blood in Quixotic attempts at capture?—Is it not forgetting the end of all war-

fare, which should tend by severe inflictions to reduce the arrogance of an enemy; while by this line of conduct we rather seem to be imitating the noble, but useless valour of our game-cocks, who, once pitted against an antagonist, blindly, heedless of all disparities, rush to the deadly conflict. In a being devoid of reason, this may be admired; but in those blessed with the superior gifts of heaven, it is surely to be deprecated. In addition to the higher means of attack and defence possessed by these American non-descripts, *ycleped* frigates, the description of people by whom they are manned will be also found of considerable importance; for I have no hesitation in believing that their crews are three-fourths composed of deserters from our navy. What then remains for a ship thus manned but to fight with the most determined obstinacy. Surrender would not only lead to dishonour, but to an ignominious death: they are men invited to action by every feeling which can operate on the human mind, and impel it to the most heedless desperation; for the choice is only between victory, or the hero's fall—defeat, or the traitor's death. The Americans are welcome to all the honour, all the self gratulation with which they may please to amuse themselves for three *wonderful* victories over the haughty Britons: it is a triumph worthy of themselves, a success which would disgrace an honourable foe, and cause no emotion but regret in the bosom of a high spirited enemy, in having gained success only by an unequal contest. Let them meet us fairly on the sea—let them take "the vantage ground" of their crews fighting for the laurelled trophy or the fatal tree; but let them meet us with a force in any reasonable degree proportioned to our own, and if the event proves not to our accustomed honour, then may the world talk of the "broken charm," and "the dissolved spell;" then may we begin to fear that our country's sinews are relaxed, her people enervated, her glory sunk: but let us not yet express our apprehensions, nor, from this late occurrence, draw comparisons between our own loss, honourable even in its fall, and the disgraced, defeated result of the vast and mighty efforts of the Corsican Tyrant:—to him a name was all. What bound together his various minions, but the dread of his collected power, and a natural distrust of each other?

That, in the event of an English frigate falling in with an American of a larger class, and carrying a much heavier weight of metal, as well as a far more numerous complement of men, successful resistance should prove impracticable, can create little matter of surprise to any reasonable mind; even if the unfavourable result should not have been effected by some unfortunately accidental occurrence, arising from the variable elements on which the conflict takes place. Nor will blame attach to the commander of our vessel, for a result as far beyond controul from intrepidity, as remote from avoidance by any exercise of judgment. It is a well-known fact, that the feeling of the nation was averse to a war with our trans-atlantic brethren, while it could be averted by any, and every forbearance, not incompatible with our national honour, nor degrading to our country's rank in the scale of nations. The unwillingness to draw the sword against those who sprung from a parent stock, was natural to every feeling of humanity: and in refraining from any decidedly offensive measure, and inclining to hope that

the pacific disposition of the majority of the American nation would have operated in restraining the warlike tone of their ruler, and deterring him from so entire a compliance with the views of the Corsican tyrant, our government acted in unison with their country's wishes, and gratified the hopes, while gaining the approval of every real Briton. With this view of things, any excessive or unusual preparations of offence on our part might have been supposed to have caused distrust in the minds of the Americans, and led them to doubt the sincerity of our professions. But little advantage will accrue to the enemy from his trifling naval success, it will only inspire him with a vain confidence, leading him on to more certain ruin. The power of the country is now rousing, her vengeance has only been withheld by motives of compassion; great and terrible will be its operation when once put forth. That it has so long slumbered, while opposed to a power of so little importance, can be matter of no moment. The means are in our hands, and ere long, the American navy will find a safe shelter in our ports. America will be taught a severe but useful lesson, leading her in future to pursue the tract of honourable policy, instead of yielding herself subservient to the intrigues of the now disgraced and defeated scourge of Europe.

AN ENGLISHMAN.

MR. EDITOR, *10th February*, 1813.

IT was with the utmost satisfaction I observed the promotion of several young men, to be lieutenants in the navy, who have suffered a long captivity in France, and still remain there: these young gentlemen had served their time as midshipmen, or nearly so, previously to their capture; and no act of the present first lord of the Admiralty could have given more general satisfaction to the service over which he presides. Nothing, surely, can be more dispiriting, than the great and irreparable loss of time which these young officers have been subjected to, from the cruel resolution of the head of the French government to grant no exchange of prisoners, unless on the most unreasonable and unjust terms. These well-timed promotions shew an attention to the situation of the unfortunate, which must secure the gratitude of its immediate objects, and the unqualified approbation of the service and of the country.

I hope the same liberal system will be pursued, and followed up by the advancement of some of the senior lieutenants to be commanders, who are also languishing in captivity, and are equally cut off from the hope of release. Circumstanced as officers are, who fall into the enemy's hands in the present contest, I certainly think, both in the navy and army, the regulation of allowing no promotion to prisoners, ought, in many cases, to be set aside: many of them have been taken, wounded and helpless; others wrecked on the enemy's coast, or captured in merchant ships, and have lingered for years in a state of almost hopeless captivity. Their situation in both departments deserves the utmost possible consideration, from a generous country, through the heads of their respective services. The Admiralty have set a good example: may it be extended, and followed in the army.

Being on the subject of promotion, I cannot help expressing my regret, at a circumstance before animadverted on, by one of your Correspondents, "A Friend to Naval Merit," that so many commanders in the navy, of ten, twelve, and fifteen years standing, still remain on that list, without ships, or chance of further advancement. Many of them obtained their present rank expressly for acts of heroism, or good conduct, and are known to the service and the country, to be men of tried courage and abilities. After so long neglect, their situation becomes nearly hopeless, and their present rank without value in their eyes. At present, there are only two commanders in the command of sloops, who are above ten years standing: surely all the rest have not declined to serve; and I trust their unmerited neglect hitherto will receive that consideration from the present first lord, which their hard fate so well entitles them to expect from his liberal and discriminating mind. I trust, at the first general promotion, several of them (although without commands) will be included, and that others will receive some of the vacant ships, to put them also in the way of promotion; for I can see no reason why their juniors should engross all the ships, and chances of promotion and prize-money, to themselves. In point of right and justice, they ought to be at least equally distributed.

The case of senior lieutenants is nearly similar, very few being at present employed, who received their commissions prior to 1800, except in guard or prison-ships. Now that the first lieutenants of line-of-battle ships are occasionally promoted, these situations must be very desirable, and the oldest, who are fit and willing to serve, have the best title to them.

Before I conclude, it is but fair I should express my warmest approbation of the judicious selection of officers lately sent out to the coast of America; it is indeed time, that a blow should be struck there: the country expects it; and I hope we shall not rest contented with merely blockading some of their ports, or the capture of a privateer now and then. In consequence of success (equally surprising to both parties), the Americans have become intolerably arrogant, and our navy owe it to their own character, which has so long reigned triumphant on the main, to effect the destruction of their ships, either at sea or in their own ports. We have now a great force on their coast: let it be properly employed; the times call for *enterprise* and *decision*: none have ever shewn more of both, nor with more *success*, than Sir Charles Brisbane, Lord Cochrane, Captain F. Maitland, Sir Christopher Cole, and Captain K. Maxwell—none of them at present have ships. The coast of America is a fine field for their exertions also, where their country will be happy to see them employed.

MENTOR.

MR. EDITOR, *8th February*, 1813.

HAVING observed the animadversions of several of your correspondents, on the absurdity of retaining *French names*, for so many *British* men of war, I am induced to subjoin a considerable variety of others, not at present in use, although many of them have, in former times, belonged to our navy, which might with great propriety be substi-

tuted for them, if such a change be deemed proper; and God forbid the same *foreign mania* should get into our ships, which has metamorphosed our troops, some of whom are no longer to be discovered by their own countrymen to be Englishmen, except by their language; at any rate they may be given to new ships hereafter to be added to our navy.

C. D.

Westmoreland	Lichfield	Macedonian	Townshend
Manchester	Rutland	Madras	Grenville
Norwich	Preston	Montreal	Amherst
Nottingham	Glasgow	Bengal	Conway
Norfolk	Greenock	Grenada	Oscar
Hertford	Somerset	Salamanca	Malvina
Warwick	Dorsetshire	Wellington	Ossian
Arundel	Belfast	Graham	Fingal
Northampton	Falmouth	Melville	Selma
Kingston	Shrewsbury	Mansfield	Rona
Liverpool	Coventry	Barrington	Morven
Worcester	Sunderland	Effingham	Norval
Dumbarton	Whitby	Telemachus	Glenalvon
Argyle	Hastings	Patroclus	Octavia
Athol	Seaford	Agamemnon	Eugenio
Roxburgh	Portsmouth	Teucer	Palemon
Buccleugh	Plymouth	Nestor	Matilda
Montrose	Richmond	Palinurus	Cecilia
Aberdeen	Chester	Ascanius	Angelica
Taymouth	Darlington	Syren	Clara
Roslin Castle	Whitehaven	Amethyst	Constantia
Chichester	Ipswich	Arrow	Catharina
Coldstream	Ledburgh	Lizard	Eleonora
Caermarthen	Lowestoffe	Laurel	Augusta
Dundee	Harwich	Constellation	Flora
Colchester	Bridport	Constitution	Amanda
Leeds	Orford	Fidelity	Honoria
Hull	Oxford	Felicity	Evelina
Dorchester	Ormond	Romeo	Belinda
Sligo	Exeter	Othello	Elvira
Shields	Lincoln	Harold	Marion
Melrose	Denbigh	Coriolanus	Angelina
Inverness	Torbay	Edwin	Emma
Roebuck	Portland	Ethelred	Leonora
Harcourt	Essex	Arcadia	Celestina
Guernsey	Sussex	Boreas	Delia
Glatton	Limerick	Meleager	Jessica
Jersey	Leinster	Marathon	Isabella
Downshire	Roscommon	Miltiades	Lauretta
Proserpine	Waterford	Hamilcar	Monimia
Proteus	Londonderry	Medea	Henrietta
Danae	Ludlow	Elliot	Christina
Chloe	Bridgewater	Douglas	Claudia
Durham	Radnor	Lennox	
Newcastle	Highlander	Hood	
Greenwich	Grecian	Wallace	
Grosvenor	Carthaginian	Harvey	
Carlisle	Trojan	Rockingham	

MR. EDITOR, *10th February*, 1813.

THE following * list of ships and commanders on the American, Jamaica, Leeward Island, Newfoundland, and Brazil stations, &c. are at your service; and, should they be deemed interesting enough to obtain a place in your useful work, shall be followed by those of the East India, Coast of Spain, Channel, and North Seas.

I am, &c. C. D.

America.

Ships.	*Guns.*	*Commanders.*
St. Domingo	74	Vice-admiral Sir J. B. Warren, Capt. Hotham, —— Gill
Poictiers	74	—— Sir J. P. Beresford
Victorious	74	—— J. Talbot
Cumberland	74	—— T. Baker
Ramilies	74	—— Sir T. Hardy
Marlborough	74	Rear-admiral Cockburn, Capt. C. B. Ross
Theseus	74	—— Prowse
Bellona	74	—— M'Kinley
Royal Oak	74	Rear-admiral Lord Am. Beauclerc, Capt. Shortland
Sceptre	74	—— Honeyman
Egmont	74	—— Bingham
La Hogue	74	—— Hon. T. Capel
Valiant	74	—— R. D. Oliver
Vengeur	74	—— T. Dundas
Cressy	74	—— C. Dashwood
Grampus	50	—— Barrie
Shannon	38	—— Brooke
Spartan	38	—— Brenton
Acasta	38	—— Kerr
Revolutionnaire	38	—— H. Woolcombe
Belvidera	38	—— Byron
Statira	38	—— Stackpoole
Junon	38	—— Sanders
Tenedos	38	—— H. Parker
Seahorse	38	—— J. A. Gordon
Nymphe	38	—— Epworth
Maidstone	38	—— Burdett
Niemen	38	—— Pym
Desirée	38	—— Farquhar
Orpheus	32	—— Pigot
Œolus	32	—— Lord J. Townshend
Laurestinus	24	—— F. Graham
Porcupine	24	—— R. Elliot
Wanderer	20	—— Newcombe
Goree	18	—— Byng
Martin	18	—— Evans
Morgiana	18	—— D. Scott
Recruit	18	—— Senhouse
Tartarus	18	—— Pasco
Sophie	18	—— Lockyer
Rattler	18	—— Al. Gordon
Atalante	18	—— Hickey
Arab	18	—— Wilson
Moselle	18	—— Kinsman
Childers	18	—— Bedford
Curlew	18	—— Head
Colibri	18	—— Thompson
Herald	18	—— Jackson
Sylph	18	—— W. Evans
Frolic	18	—— Whinyates
Wasp	18	—— —— ——

Jamaica Station.

Ships.	*Guns.*	*Commanders.*
Argo	38	Vice-admiral Stirling, Capt. Quinton
Arethusa	38	—— Coffin
Narcissus	38	—— Lumley
Southampton †	32	—— Sir J. L. Yeo
Garland	24	—— R. B. Davies
Cyane	20	—— T. Forrest
Amaranthe	18	—— Pringle
Brazen	18	—— Stirling
Peacock	18	—— Peake
Rhodian	18	—— Bass
Sappho	18	—— O'Grady
Sapphire	18	—— Haynes
Espiegle	18	—— Taylor
Indian	18	—— Jane
Satellite	18	—— Porteous
Decouverte	14	—— Williams

Leeward Island Station.

Dragon‡	74	Rear-admiral Sir F. Laforey, Capt. F. A. Collier
Tribune	38	—— Reynolds
Surprize	38	—— Sir T. Cochrane
Barossa	38	—— Shirreff
Circe	32	—— E. Woolcombe
Coquette	20	—— Simpson
Lightning	20	—— Doyle
Mercury	18	—— Milward
Vestal	18	—— Deckar
Peruvian	18	—— Westrop
Scorpion	18	—— Giles
Surinam	18	—— Watts
Dotterel	18	—— Daniel
Opossum	18	—— Wolrige
Eclipse	18	—— Lynne
Charybdis	18	—— Clephane
Arachne	18	—— Watson
Demerara	18	—— Smith
Vautour	18	—— Lawless
Dominica	14	—— Hockings
Spider	14	—— Willock

Newfoundland.

Antelope	50	Vice-admiral Sir E. Nagle, Capt. Ed. Hawker
Hyperion	32	—— Cumby
Minerva	32	—— Hawkins
Comet	20	—— Blamey
Phaesant	18	—— Palmer
Hazard	18	—— Cooksley
Muros	18	—— Hobart
Nimrod	18	—— Mitchell
Electra	18	—— Gregory

Brazil.

Montague	74	Rear-admiral M. Dixon, Capt. Dixon
Nereus	32	—— P. Heywood
Aquilon	32	—— Bowles
Racoon	18	—— Black
Bonne Citoyenne	18	—— Green

* Tenders and vessels commanded by lieutenants not included.

† Recently lost. ‡ Gone to America.

Cape of Good Hope.

Ships:	*Guns.*	*Commanders:*
Lion	64	Rear-admiral C. Tyler, Capt. Eveleigh
Semiramis	38	—— C. Richardson
Astrea	38	—— C. M. Schomberg
Nisus	38	—— Ph. Beaver
President	38	—— Sam. Warren
Racehorse	18	—— De Rippe
Harpy	18	—— Sam. Hore

Squadrons cruizing to the Westward.

Colossus	74	Capt. Alexander
Rhin	38	—— C. Malcolm
Goldfinch	18	—— E. Waller
Dublin	74	Capt. Dunn
Inconstant	38	—— Owen
Rolla	14	—— Clark
Loire	38	Capt. T. Brown
Picque	38	—— Hon. A. Maitland
Magicienne	38	—— Hon. W. Gordon

List of Ships on the Station off Toulon and at Minorca, under the immediate direction of the Commander-in-chief, on 21st January, 1813.

Ships.	*Commanders:*
Caledonia	Vice-adm. Sir E. Pellew, commander-in-chief; Rear-adm. Pellew, captain of the fleet; Capt. J. Coghlan.
Hibernia	Vice-adm. Sir S. Smith; Capt. C. T. Smith
Gorgon	Vice-adm. Pickmore; Capt. R. Mainwaring
Revenge	—— Sir J. Gore, Knt.
America	—— Josias Rowley
Ocean	—— Robert Plampin
Elizabeth	—— Edw. L. Gower
Prince of Wales	—— John E. Douglas
Union	—— Robert Rolles
Barfleur	—— Sir E. Berry, Bart.
Repulse	—— Rich. H. Moubray
Tremendous	—— Robert Campbell
Berwick	—— Edward Brace
Leviathan	—— Patrick Campbell
Pompée	—— Sir. J. Athol Wood
Scipion	—— Henry Heathcote
Bombay	—— N Thompson
Swiftsure	—— Ed. S. Dickson
Armada	—— Charles Grant
Royal George	——J. F. C. Mainwaring
Curaçoa	—— John Tower
L'Aigle	—— Sir J. Louis, Bart.
Imperieuse	—— Hon. H. Duncan
Menelaus	—— Sir P. Parker, Bart.
Volontaire	Hon. G. G. Waldegrave
Resistance	—— Hamilton
Pilot	—— Nicholas
Merope	—— J. C. G. Roberts

HYDROGRAPHY, PILOTAGE, &c.

SOUTH-AMERICA.

BRAZIL.

IT has become necessary to revert to the position of Cape Frio,* in consequence of two recent communications respecting that head-land: the geographical site whereof seems still liable to a certain measure of uncertainty, owing to the errors of the astronomical tables, which till the present year have been such as to make differences in lunar observations of half a degree, and even more, E. to a few minutes W.

Extract of a Letter, dated Downes, 24th November, 1812.

"In a recent volume of the NAVAL CHRONICLE, are some longitudes of Island Enchados, given under the signature of Captain Flinders, from whence the situation of Cape Frio has been determined. I perceive the latitude deduced from thence, differs materially from many others which are also given, as well as from what it was observed to be in on board the ship in which I sailed; and I therefore send you my latitude and longitude. From cruising off there several times, and constantly in sight of that Cape, we had frequent oppor-

* N. C. XXV. 413; XXVI. 231.

tunities of settling with some accuracy. You will observe by reference to a chart, how necessary it is to be correct in the latitude of Cape Frio. About eight or ten miles to the northward is a cape, at the entrance of Saint Ann's Bay, which makes very like Cape Frio; if mistaken for which, and a ship runs in-shore for the benefit of the land wind or otherwise, great delay may be caused, as owing to the very strong current which sets in there, they get completely embayed. Several instances occurred of that mistake while we were on the station, and on one occasion we were ten days beating to get to windward of Cape Frio out of that bay. I observed the latitude 23° 3′ S. and longitude 42° 3′ W. which is to the westward of all given in the N. C.: but nearest to Captain Heywood, of H. M. S. Nereus, who supposes it about 41° 55′ W. We had a good time-keeper, and had several lunar observations, which all gave to the westward of 41° 45′, that appears to be the former supposed mean. I am of opinion, therefore, that Captain Heywood's longitude is nearest the truth, and would certainly use it in making that cape. Some lunars taken on the island of Cobres, 8th April, 1809, by myself and another officer, gave the longitude 43° 16′ W. lat. 22° 54′ 45″ S.: mine gave 43° 9′ 45″ W. which is considerably to the westward of those taken on Enchados; whether the errors of lunar tables could have made the difference, I am not scientific enough to know; mine were worked by Mendoza-Rios' new tables. I think the whole coast from St. Augustin to Rio Janeiro is laid down too far eastward. We had frequent opportunities of seeing the outer part of Abrolhos shoals, and observed the eastern part to be in 18° 1′ S. 38° 20′ W.

"I take this occasion to add two latitudes and longitudes of St. Paul's,* given me at Rio Janeiro; one by a gentleman who attempted to land, but could not for the surf, is lat. 1° N. long. 26° 40′ W. which was found correct on arrival at Rio Janeiro; the other by the commander of an East India ship, 0° 58′ N. long. 29° 0′ W. I never compared them with some observations made on board the Hyacinth, which I have seen some time ago."

This unexpected agitation of a subject which the Hydrographer of the N. C. trusted was laid at rest, induced him to consult an officer of rank who, he understood, had served upon the southern station about the period alluded to in the preceding letter; which reference obtained the following answer:—

"29 January, 1813.—I have had some hydrographical conversation since my return from Brazil, respecting the coasts and incorrect charts of that country, particularly with regard to Cape Frio; which was erroneously laid down even in the Portuguese maps, so considerably more westward than it really is, even to 1° that one is led to suppose it has proceeded from something else than mistake. However, the consequences may prove fatal to incautious navigators, and indeed several merchant vessels were lost near the cape during the time I was upon that station, which I am in a great degree inclined to think may be attributed to the badness of the charts. I perfectly agree with your correspondent S. (XXV. 13), and I agree with you that Cape Frio (which from a variety of observations in clear weather I made to be 23° S. and 41° 41′ 30″ W.), might serve for the pivot of an extensive and necessary reform in the hydrography of South

* The island called "St. Paul's" in the letter is not that which usually bears that name, but is Pennedo-de-St. Pedro; St. Paul is supposed to lie on the S. side of the equator.

America. On the other hand the Abrolhos is held up in terror; whereas that bank is in reality a good guide, for you have only, as the Portuguese term implies, to 'open your eyes,' and not run upon the four islets or rocks, and you have regular soundings all about."

It is hoped that the nautical reader will not deem his leisure misspent in the comparison of these two testimonies, to which the Hydrographer (with the sole reserve of names due to confidential communication) has felt it incumbent upon him to give early and full publicity, as well for the sake of their intrinsic titles to attention, as to serve for the legitimate justification of his own industry in seeking the truth: and thereby accustoming the navigator to refer with some degree of confidence to this specific division of the NAVAL CHRONICLE.*

I. S. S.

AZORES.

ALTHOUGH the Western isles have been already described hydrographically, and that more particularly the volcanic phenomena of which one has been recently the theatre, have obtained due attention† in the course of this work; yet, as the American war has much added to the importance of a thorough knowledge of these islands, which are now become a more habitual cruising station, it has been deemed useful to allot some further space to the same subject; in order to record the following observations on the island of St. Miguel, *alias* St. Michael, made by an officer of a frigate lately cruising in that quarter, and which have been obligingly contributed by a correspondent who subscribes himself "Oceanus."

ST. MICHAEL.

"The anchorage place at St. Michael's is an open bay, situated on the S.W. part of the island, and is exposed to the winds from that quarter, which frequently blow heavy gales, and oblige vessels riding there to weigh and get an offing, for the shore is completely lined with high and rugged rocks, where even in calm weather it is difficult to land, which leave it beyond a possibility of saving a soul, should any vessel be cast on them in tempestuous weather.

"The best anchorage is to be found at the western part of the bay, in 25 fathoms water, with a bottom of coarse red, intermixed with fine grey and black sand and shells (scallop). The port of Sam-Bras, unless you lay close in, cannot be distinguished from the rocks, as they are both quite black, but by observing the following compass-bearings, the best anchorage will be had, the west point N.W. b. N. the highest land over the town N.E. b. N. $\frac{1}{2}$ N. and the south point S.E. $\frac{1}{2}$ E. distance off shore about $1\frac{1}{4}$ mile. From the difficulty there is in

* An American paper observes, that there is an error in the European charts, relative to Cape Frio—"it is laid down as being in the latitude of 22° 34′, but it is in fact 23°. This error ought to be rectified, for by those charts most vessels will be embayed, it being necessary to make Cape Frio before they can get up to Rio de Janeiro."

† N. C. XXI. 105; XXIII. 242; XXIV. 384; XXVI. 199; XXVII. 219, XXVIII. 54.

landing, added to the little knowledge we English have of the place, it is most advisable for vessels not to attempt the use of their own boats in watering, as it would be attended most likely with their destruction, and in all probability with the loss of lives: however, to obviate this inconvenience to visitors, the inhabitants of the place have provided long wherry-built boats, capable of carrying five tons of water at a trip, and when the weather is fine, they continue to work during the night, so that a vessel may be expeditiously watered. These boats are strongly formed, with stout timbers and thick plank, stem and stern alike, flat floored, without lining, and are well calculated for the purpose they are employed in; they use in general six clumsy oars, formed by a crooked unplaned pole, with a blade secured on its outer extreme; when plied, they are fixed to a peg in the gunwale, by two semi-circular pieces of wood attached to the loom of the oar, and in which there are holes for admitting the thowl—they carry one large lug-sail, of light texture, which they unbend from the yard, when they have not occasion to use it, for the purpose of stowing away snugly. In standing towards this island from the S.W. it may be mistaken at first sight for St. Mary's, having much the same appearance when approaching it from that quarter; however, on a nearer view, those who have ever seen the two islands, and have been at all particular in noticing the appearance of both, will easily perceive their mistake, by the non-appearance of the two peaked mountains, which are so conspicuous in the centre of St. Mary's, and by equal observation to the trend of the north part of St. Michael's, which forms one hummock, and cannot, I think, be mistaken, provided views of the land be taken. The rise and fall of the summit of the island is not always perceptible, as it seldom emerges from the clouds, but there is not any part of the S.W. end that rises particularly above another. We observed, in drawing in with the land, islets extending from the north and south points, the one seen to the southward appears very singular, a rock at its outer extreme rises perpendicular to the head, which droops somewhat over its base, forming a large pillar, with a curved top. To the eastward of this islet is seen the settlement of Villa Franca, from which the land rises to a great height, and one continued scene of cultivation is apparent; the cliffs from this to the S.E. point are stupendous, and add greatly to the view. Villages and straggling habitations are seen in the intermediate spaces formed by the projection of the cliffs. The S.E. point is high and bluff, between which and Villa Franca we sounded in 37 fathoms water, hard bottom. About this spot the islet of Sabrina made its appearance. St. Michael's, at some leagues distant, appears, even through a glass, barren and rocky; which I conceive to be occasioned from the general gloom that is produced by the o'er-hanging clouds diffusing a general mist around, that creates the deception. On a nearer approach, the sight is gratified by a succession of picturesque and enchanting scenery, which is heightened by the sudden transition from supposed sterility to universal verdure. The divisions of land, or separations of the fields, are formed with a peculiar stone, placed uniformly, without cement, which in the course of time, from the lighter particles of earth adhering to it, becomes a solid body, and at a few miles distance have all the appearance of box hedges. The town of Ponta-del-Gada is situated on the declivity which reaches to the cliffs that skirt the bay. The houses are built of stone, and in general are white-washed, which, together with the dark foliage of the orange trees, and the different coloured soil, forms a pleasing diversity. The climate, too, which is temperate, adds greatly to the comfort and happiness of the inhabitants, who, if we may be allowed to judge from the culture of their lands, are peculiarly industrious."

"*January*, 1811."

SOUTHERN-OCEAN.

MAURITIUS.

The island Mauritius, or "Isle of France," is in latitude 20° S. and longitude 57° E. it lies about S.W. and N.E. in length 30 miles. Cape Brabant is the most southerly point, and Point Diable the easterly.* There are two principal harbours called Port-Louis, or Grand Port, with several smaller ones, fit only for the protection of small craft. Frigates, however, can enter Black river, and get shelter; which was the case in 1798, when Captain Losack was cruising off the island. The best disposition for the annoyance of an enemy,† is to have two of the fastest sailing frigates to windward, as all French ships make that part of the island; one frigate between Port South-East (or Bourbon), and the Gunner's-quoin (*Coin de mire*); and another between Port Bourbon and Brabant; the former ship should always be sufficiently to windward to weather Diable, as otherwise a ship might enter the port, which was the case in our last cruise; when the Belle-poule got in unmolested, owing to the Phaëton not being able to weather that point. The two ships should, if possible, be always in sight from each other's mast-heads: a sloop of war be off Black river; with a frigate (or line-of-battle ship, according to the state of the port) off Port Louis; and another frigate close off Flat island, and the Gunner's-quoin; which, I think, would be sufficient to block the whole island. But as the nights frequently are extremely dark, and the ships off Port Louis may not be quite close to the harbour, it is to be recommended that boats armed, with rockets, &c. to make signals should be sent close in, with orders to return before daylight; which was practised in my first cruise. The sloop of war will always be ready for examining any thing to leeward; as the only constant trade is with Bourbon, an island about two degrees from the Mauritius, whence small craft, principally laden with coffee, are habitually coming to the latter island, which is the emporium. On my first cruise we intercepted several of these vessels. On first coming near the island, it is a good plan to send a frigate forward to Bourbon, to cut out any vessels which might be lying in Port Denys, before they can be informed of a hostile squadron being off the Mauritius, and consequently, of course, while they are unprepared, as was done several times last war: sending the boats about 12 o'clock into St. Denys; as the ship must keep a good way off the island in the day, under very low sail, and run in when it gets dark. A frigate should always be stationed off St. Denys; because, from the height of the hills at the Mauritius, and the signals established, French ships approaching that island frequently get away, and run down to Bourbon: this happened very frequently, as from the good look-out

* See map of this island, N.C. Volume XXV. page 144.

† These observations will appear evidently to the reader to apply to circumstances happily no longer existing, and which we hope will not again occur, in our time at least: but as they *may*, so we have deemed it improper to omit to record these cruising instructions, or to deviate materially from the language of their observing and intelligent author.—(Hydrographer.)

they keep, they are enabled to haul away in time, as soon as the signal for an enemy be perceivable. It would be a good expedient to have a small schooner or lugger, as a tender, to communicate between the several ships and the commodore, to convey prisoners, necessaries, &c. without being exposed to the chance of any thing slipping through the blockade; for frigates which have come down to leeward for the purpose of such communication, have been known to consume several days in regaining their respective stations. The weather off this island, from March to November, is settled fine; the wind almost always blowing a moderate breeze from S. S. E. to E. S. E. very seldom any rain, and then only slight showers during those months. The island is in many parts surrounded by a coral reef, extending from the shore half a mile to a mile; and on the weather coast there is a great deal of surf if it blows at all fresh. I have been cruising on most parts of the islands, and have generally found that ships to windward can keep their stations under very little sail, there being a set of current eastward. The cruizer off Port Louis should be particularly careful to keep close to the harbour, and not lie-to during the night, as there is a set to leeward which will take all day to recover, and then only by carrying a press of sail. The shore on each side of this harbour is very bold, so that you may stand close in from Vomba river to the Point Louis. December, January, and February, are the hurricane months; * during which time the winds generally hold to the westward, hard gales, with rain and bad weather. After making the island, a ship may run between Gunner's-quoin and Flat island: no danger but what can be seen; which is a small reef running out westward of the Gunner's-quoin.—It is advisable to haul close round the latter, in order to be enabled to fetch close-in to the harbour of Port Louis. In fine weather, the reef which runs along the shore can be seen, so as to keep just without it. It does not in any part extend more than a mile out. (*Byng's Nautical memoranda, MSS.*)

In addition to the foregoing remarks, of a strictly practical nature, from an original source, it is supposed our readers may derive both pleasure and profit from some farther notices concerning the same place, which we have been at the pains of collecting from other authorities.

Some idea of the vast importance and local advantages of this island, may be formed, from the estimation in which it was held by the most eminent statesmen and historians of France. "Policy," says Raynal, "foresees, that if the Isle of France were abandoned, the English would drive all foreign nations out of the seas of Asia, and would possess themselves of all the riches of these vast countries."

The Portuguese have the merit of discovering these islands, in the year 1505, an æra glorious to navigation, and memorable in the history of the world, for the extension of of its known limits. Mascarenhas the disco-

* See Parliamentary Papers concerning East India shipping, N. C. XXVI. pp. 214, 305, 404, 470.

verer, called Bourbon after himself, and Mauritius. Cerné, from the appellation of Cerna-Æthiopia, given by Pliny to the island of Madagascar.

In 1580, Philip II. of Spain, usurped the government of Portugal, and became possessed of all her Indian territories.

The Dutch having thrown off the yoke of Spain, and from subjects becoming sovereigns, in 1598 Admiral Van-Neck landed on Cerné, and changed its name, after that of the Prince of Orange, to Mauritius.

The original settlers are conjectured to have been pirates, who are known to have infested the Indian Seas during this century. The Dutch are supposed to have settled on the island in 1644.

1657, the wreck of the French establishments of Madagascar sought a refuge in the island of Mascarenhas, which they thence-forth denominated Bourbon.

Having become masters of the Cape of Good Hope in 1712, the Dutch abandoned the Mauritius, which the French from Bourbon immediately occupied. They thence called it the Isle of France.

In 1735, De La Bourdonnaie arrived at Mauritius as governor-general of the two islands; and to him those beautiful colonies owe every thing.

He introduced, from St. Jago and the Brazils, the cultivation of the manioc; * was the first to plant the sugar-cane, and to establish manufactories of iron, cotton, and indigo.

In 1738 he built a ship of 500 tons burthen, the first ever launched at Port Louis. He also constructed roads, built bridges, magazines, hospitals, arsenals, fortifications, and barracks, as well as mills, quays, offices, shops, canals, and aqueducts. The aqueduct on the Isle of France, which conveys fresh water to the port and hospitals, is six thousand yards in length.

In 1746, by incredible exertion, M. De La Bourdonnaie formed an expedition against the British Indian trade. On the 6th of July he engaged the British fleet off the coast of Coromandel, and on the 21st of September, Madras surrendered to him by capitulation. In July, 1748, an English fleet, of twenty-eight ships of war, commanded by Admiral Boscawen, anchored within cannon-shot of Port Louis. On the next morning, however, that commander increased his distance, the French having thrown some shells at his nearest vessels. On the sixth day, by the enemy's account, he maintained a warm cannonade (without the least return), against a large heap of faggots, which he took for a masked battery; and during the night, made demonstrations of debarkation at La Petite Riviere eight miles west of the port. The enemy, watching our motions, hastened to the spot with some light pieces of artillery, and having fired on the boats, directed that the drums should beat a march, so as to indicate the approach of troops from various directions, and thus was Admiral Boscawen deceived as to the force and preparations of the enemy, and the next day relinquishing his attempt, he sailed from the island.

* Cassava bread is the food of the slaves, and the frequent preservative of the colony from famine.

During the whole of the American war, the Mauritius afforded most signal aid to Admiral Suffrein, and the French squadrons in the east.

In 1798, an embassy from Tippoo Sultaun arrived at Mauritius; the object of which was, an alliance of a menacing and formidable nature, between the French republic, and a coalition of Indian powers, hostile to the British possessions in that peninsula, originating from "an ardent desire (the words of the ambassador) to expel the English from India," which might possibly have been effected, had not the wisdom and policy of the Marquis Wellesley discomfited all their measures.

In 1810, the squadrons of Mauritius captured three English frigates, three Indiamen, the Isle of Passe, and about 1200 land troops; and in December of the same year surrendered, with its dependencies, to the British arms.

The principal advantage which the French derived from the island was, that it served as a point from which our commerce might be successfully annoyed in the Indian seas. The fatal experience of the East India Company, and of the private traders on the coasts of Coromandel and Malabar, has proved that nothing could be better adapted for attaining that object. It served as the place of rendezvous for French frigates, where they could be refitted, and where they might retire with their plunder. It was a *dépôt* of captured produce, and in this view was resorted to by American traders, who brought that produce to Europe which the French were unable to convey in their own merchantmen. The destruction of such a nest of marauders is the principal advantage that we can derive from the conquest. In our hands it is impregnable, as long as we command the seas, and, perhaps, may be rendered a station of some importance.

To shew the importance of the conquest and retention of the Mauritius, it is only necessary to state, that an estimate of the loss, through the privateers and cruisers of the island, sustained within a few years by the company and the private trade of India, would amount to many millions sterling. In ten months preceding the fall of the Isle of France, it has been calculated, that the insurance offices of Bengal were losers three millions sterling by captures.

The Isle of France, according to the admeasurement of the Abbé De La Caille, is not more than thirty-one leagues in circumference, about eleven in length, and seven in breadth, having a surface which measures 432,680 acres. It is described as extremely healthy, fertile, and abounding with the most romantic scenery.

The population of the contiguous isles of France and Bourbon is said to have been 121,000 in the year 1799, of whom a great proportion are negro slaves; and the military force consisted of 5,000 men. Raynal informs us, that in the year 1765, the population of the Isle of France was as follows:—1,469 white people, besides the troops; 1,587 Indians, or free Negroes; and 11,881 slaves. Since that period, the population has probably very considerably increased.

With regard to its produce, the following are the most recent details. The soil of the island is very diversified. Although by its climate it is

adapted for all colonial productions, it has not equally answered all the different kinds of cultivation which the inhabitants have endeavoured to naturalize. The plantations of coffee were the first adopted; but other objects of cultivation, such as cotton, having appeared more profitable, coffee has not become so general as it would otherwise have been. The natives pretend that their coffee is superior to that of Moka. The cotton in its turn, has likewise been neglected, because the cultivation of indigo was become more popular. Several sugar plantations have succeeded. One of their governors, a Mr. Poivre, formerly found means to introduce plants of the nutmeg, cloves, &c. from the Dutch Spice islands. This experiment, however, did not prove successful; for Raynal tells us, that most of the plants died, and the rest were not likely to bear fruit.

Mauritius has sometimes received the appellation of the Gibraltar of the East, and has always been considered possessed of extraordinary means of defence. It is very strong, and capable of being placed in a state of perfect security. But it has been the policy of France to exaggerate the idea of its strength, in order, it would appear, to deter the English from their long meditated attack; and, through the love of the marvellous, and ignorance, in military affairs, of the naval and literary men who have visited the island, this vaunted character of impregnability obtained currency.

So far, however, report has been strictly correct. The port and town are abundantly armed against naval insult of any description. The external defences considered, the shoals of coral which surround the Mauritius, and the woods which line its shores, have been regarded as the natural barriers and bulwarks of the island. The former, to any extent, are incapable of practical improvement; the latter, especially in their present decreased state, present an excellent field for the exertions of art.

Those shoals, on which the French placed so much dependance, are broken in a variety of places by the mouths of deep rivers. And even if they were not so, if the writer may presume to judge, from his own narrow experience, he would be disposed to think that almost an anomaly in nature, which offered an hundred miles extent of coast, without presenting, in favourable weather, many feasible points of debarkation.

The principal harbour of the island is Port Louis, which is situated in latitude 20° 10′ S. The tides are not very perceptible, those of the Equinox rising not more than three feet.

The port is approached from the North-east. You are, therefore, exposed to the whole fire of the island of Tonneliers, armed with about 60 mortars and pieces of large calibre, with furnaces for heating shot, and, in fact, amply provided with every requisite implement of war. When arrived in front of the port, a cross fire is effected from Fort Blanc, mounting about 35 guns, besides a new mortar battery, lately executed. The navigable channel of entrance is about a mile and a quarter in length, and 250 yards in breadth.—During the attack, the gorge of this was closed by a chain of great strength, vessels were sunk to contract the passage, and inside, as a further security, four frigates were placed, head and stern, strongly moored, filling the whole interval, and whose broadsides presented

a battery of more than 80 guns. There were also detached works along the shore. The principal batteries have ramparts of twenty-five and thirty feet (or treble this when the nature of the materials require it), and parapets of eight feet high. The guns are worked *en barbette*, on lofty traversing carriages. The reefs prevent an approach with grape range. You would be forced to pursue the tedious process of dismounting guns of works which cannot be enfiladed, and, during the whole operation, be exposed to the fire of perhaps near two hundred pieces of artillery. Thus Port Louis is almost inaccessible by sea.

The political importance, various relations, and valuable properties, peculiar to the Mauritius, have, at different periods, exercised the pens of the following eminent men:—Raynal, Grant, Cossigny, Le-Gentil, St. Pierre, Kempenfelt, De la Haye, De la Caille, Rochon, and Brunel, besides modern circumnavigators, both French and English; to whose writings we refer the reader who may be desirous of acquiring more knowledge on the subject than could be compressed within the necessarily circumscribed limits of this article.

I. S. S.

PLATE CCCLXXXII.

THE fort of Villegagnon, in the harbour of Rio de Janeiro, takes its name from Nicholas Durand de Villegagnon, a native of Provençe, and knight of Malta, who commanded in the expedition from France against the Portuguese in the year 1556. Villegagnon was a bold and skilful seaman, and possessed a considerable share of learning. When the Scotch determined to send their young Queen Mary into France, and it was justly feared that the English might intercept her, he, having the command of a squadron of French gallies, at Leith, feigned to depart for his own country; instead of which, he sailed round Scotland, a navigation which was thought impracticable for such vessels, took her on board on the western coast, and, thus eluding the English, conveyed her safe to Bretagne. On many other occasions he had given equal proofs of ability and courage.

Through the French Admiral Coligny, whom he secretly assured that he would establish an asylum for the Protestants, in Brazil, he represented to Henri II. that it was for the honour and interest of France to undertake an expedition to America. Accordingly, after making a voyage to Brazil, to establish an intercourse with the natives, and to choose a spot for his settlement, he obtained two vessels, of 200 tons each, and a storeship of half that burthen, with a number of artificers, soldiers, and noble adventurers, and sailed from Havre de Grace. After a long and miserable voyage, he entered Rio de Janeiro. The place was well chosen, and the native tribes were hostile to the Portuguese, and had long traded with the French. Some hundreds of the natives assembled on his arrival, kindled bonfires in token of their joy, and offered every thing which they possessed

Fort of Villegagnon in the harbour of Rio de Janeiro.

R.S. Ait.

Baily Sculpt.

to these allies, from whom they expected protection against the Portuguese. The entrance of the harbour of Rio de Janeiro, which is seventeen leagues in circumference, is between two high rocks, through a strait about half a mile wide. Just in the middle of the strait is the rock on which Fort Villegagnon now stands. Of that rock Villegagnon immediately took possession, and erected some fortifications thereon. Could he have maintained this post, the French would probably have kept their footing in Brazil; but the rock not being sufficiently elevated above the surface of the sea, the waves drove him away, and he removed to the Island of Cobras, nearly abreast of the town. This island, which is about a mile in circumference, lies near the entrance of the harbour, and, being surrounded with rocks, has only one landing-place. On each side of its port are two little eminences commanding it: those he fortified, and in the centre of the island fixed his own residence upon a rock about 50 feet high, in which he excavated a magazine. This strong hold he named Fort Coligny, in honour of his patron. During the absence of Villegagnon, however, in 1560, the French were driven from the island; and, on the 20th of January, 1567, they were finally expelled from Rio de Janeiro.

A SERIES OF NAVAL BULLETINS,

BY LIEUTENANT D. O'BRIEN, R. N.

(Continued from page 52.)

BULLETIN THE FOURTH.

SEPTEMBER 5, 1807.—Nothing particular occurred. At day-light, having found a convenient wood, we concealed ourselves, as usual, during the day—at night, we again resumed our peregrination; and, at about 11, we arrived on an immense broad road: imagining it led to Castelet la Capelle,* agreed to keep it some time, as it was nearly in our direction, and the night was beautiful and serene. About midnight, we were all of a sudden in a street: the buildings large; and it had the appearance of a place of some respectability. This discovery astonished us the more, as the place had neither rampart nor fortification of any description; and hitherto we had been of opinion, that there was no town of this magnitude in France, without being well fortified. We perceived lights in several of the houses: we, however, had very little time to consider—heard men's voices in different directions, dogs barking, &c. &c. At that moment we happily observed an opening, which we instantly made towards, and found it a by lane, which we followed, and which conducted us clear out of the town: but we had several canals, mills, &c. to pass in

* A small town in Laounois.

the suburbs, before we got into a direct track. However, we had at last succeeded, and had the felicity of congratulating each other on so fortunate an escape; but were entirely ignorant what town this could be: which made us determined to inquire at the first house we should approach, and in a few minutes an opportunity offered. We discovered several huts on the road side. Mr. A. and myself advanced, leaving the others concealed, and knocking at the door of one of the huts, a man (as we supposed in bed) asked what we wanted? We answered, we were poor distressed travellers, quite hungry and faint—would be glad to know what distance we were from the next town. He told us, not above a mile from Moncornet.* We asked, if he would have the goodness to sell or give us a little bread? as we had travelled a long way, and were quite weary. He, and a woman, replied, they would, if we would call in the morning:—they were determined not to open the door, so we marched off, and joined our companions, having made the discovery we wished. We then proceeded, anxiously wishing for day-light, that we might discover on the map whereabout Moncornet was.

Sunday, Sept. 6th, 1807. At a little before day-light, having crossed the Serre, we halted in a wood not more than three leagues from this town—it was very thin; we shifted and changed many times, before we could find any part calculated to shelter us. At last pitched upon a spot, which we made tolerably comfortable, by breaking branches, and placing them all round us. We were very much disappointed on inspecting our map, to find we were not near so far advanced as we had supposed: notwithstanding we considered ourselves to have been very fortunate. The weather was hazy, with drizzling rain, which made us uncomfortable—we managed to sleep a little. At about two in the afternoon we were alarmed by a fowler and his pointer; the latter approached us very near, and as soon as he perceived us, began to bark and yell. The master came also close to us; and kept whistling and calling to his dog, who at this time was a great distance from him, having retired precipitately on discovering us. The man kept on in a direct line, in pursuit of the pointer; we perceived his legs and feet distinctly, as he passed, but, from our position, were certain he did not see us. This person gone, we exclaimed, we are fortunate fellows! we certainly shall get clear off. The joy felt at this hair-breadth escape, can only be conceived by people who have been in a similar situation. At the usual hour, we quitted this place, and had the happiness to find that some apple trees, just outside the wood, were stocked with very excellent fruit. I need not observe, that we filled our pockets and knapsacks with them. What little biscuit we had now remaining, was literally crumbled to dust; which made this supply more welcome. It was excessively dark all this night, and we received a vast number of falls. Lieutenant Essel was now getting very much fatigued, and could not keep up. We apprehended, from the great alteration in his appearance, the

* This town is seated on the banks of the river Serre, in Laounois. We learned since that it is famous for serge manufactories.

two or three last days, that he would be obliged to halt on the way: however, we resolved to continue with him as long as it appeared prudent. We crossed the Oise this night, in two different places. This river is very serpentine, and is divided into several branches. Our comrade, Essel, getting worse, we halted early in a very commodious wood.

Monday, Sept. 7th, 1807. We surveyed our stock of provisions, and found it truly miserable; not having a pound of biscuit, or dust, and not much sausage. What to do in this critical situation, we were very much at a loss to know. It was evident that we could not exist long without provisions; consequently our plan of keeping away from houses, &c. could not be adhered to much longer: it remained, therefore, to be considered, which was the best method of acting. After a long discussion, we concluded that Messrs. Su—ell and A———, being the most meagre looking amongst us, and of course the most like Frenchmen, should endeavour to procure some bread, &c. at the first retired lonely habitation we should see early in the night; fearing, if we waited for a late hour, that our reception might be equally inhospitable with that in the vicinity of Moncornet. All matters being thus settled, away we marched. At about 9, we perceived a house that appeared to answer the description required, directly in our course.—The two Frenchified gentlemen advanced to try their luck; Lieutenant Essel and myself remained seated close to a thickset hedge. We continued in that position some time, waiting the result of our friends' embassy—my poor companion complaining grievously of the alteration in his health: finding they were not returning, we imagined that, perhaps, they had met with a good reception, and were enjoying themselves: we agreed, as this house was direct in our way, to pass by carelessly. Accordingly walked on. Just as we passed the door, they made their appearance, with a young man dressed like a peasant. They joined, and informed us, they could procure no relief at that house; but that there was a small village within a few hundred yards of us, and this young man was going to shew them a public house in it, where they could get supplied with every thing. I declare I was of opinion, that this was a great deal too kind on his part; advised them, therefore, to send this guide back, as we certainly could find the house without his assistance: he insisted upon conducting us—inquired if we were also of the party, and presently the village appeared—very small—at which I rejoiced greatly. Numbers of people were moving about, and our guide informed us, it was a *fête* day. The public house appeared: the young man pointed to it, saying, *you may enter without fear*, and quitted us. I did not like this last observation: however, we were by this time on the threshold—a number of people in the door way—no alternative—so in we went. The house was crowded with both sexes, dancing and amusing themselves. The dancing ceased immediately after we entered; every eye was fixed upon us. We called for a place where we could sit and refresh ourselves, and were shewn into a room. We asked for some bread, cheese, and wine, got it, and ate heartily, although we could not boast of much comfort. Several of the peasants and their wives came and seated themselves close to our table, pressing us to take some of their *gateaux*: from our appear-

ance, *caps*, *knapsacks*, &c. we saw they took us for conscripts, going to the army. We told them we were going to Guise, and were obliged to travel day and night, in consequence of our regiment being ordered away, and our remaining at home too long. Called for our bill, and desired them to bring us a large loaf of bread, and a bottle of brandy, as we might want them before our arrival at the before-mentioned town. This done, they all wished us success, and we parted. My God! how delightful did the fields (when clear of this village) appear to us once more! We now proceeded, amusing ourselves with the conversation we had with the old farmers and their wives—the different sensations each of us had at the time, &c. Poor Essel complained greatly of fatigue and weakness; and my knee affected me a little every night, when we commenced our route, but soon wore off. At day-light we stopped at a wood joining a farm house, on the banks of the Oise.

Tuesday, September 8, 1807. We commenced our march about seven in the evening, after being greatly alarmed by a genteel dressed woman and two children, who had passed; a servant before her shaking the brambles, and knocking the wet off the trees; they were so close as to touch the very bush that covered us. About half past eight we crossed the Oise in two places; again being obliged to pass through a small village, to get to the bridge that led over.

Wednesday, September 9. At day-light, after a tedious march, having traversed a number of deep-ploughed and stubble-fields, crossing hills and vales, we found ourselves in the open fields; poor Essel scarcely able to move. This was the worst situation we had been placed in since we began our journey. On surveying with the utmost attention all around, we thought we had descried trees at a considerable distance, and out of our course. We nevertheless made towards them. It commenced raining very fast, and when we had reached the much desired spot, it proved to be only a thin orchard, with a few scattered apple-trees. We still kept walking on, being well assured there was no shelter for us in our rear, at least close at hand. We soon discovered a small village in the very direction we were going, and near it appeared a small wood. We advanced tolerably fast; poor Essel a great way behind. Met an old peasant; enquired the name of the village (Petit Essigny). He told us there was a path-way on the right of it, if we wished to avoid passing through. We were, he said, five leagues from St. Quentin.* This old man's remarks appeared to us very singular: he took his leave, and we parted. Raining incessantly, and the morning advancing, now nearly eight o'clock. What we imagined to be a wood, adjacent to the village, proved upon approaching to be only a few shrubs. Arrived at these shrubs, we found they were pretty thick, and the grass very high, surrounded by a quick-set hedge. We instantly got through the hedge, and lay close down. Our situation

* This town was formerly called Augusta Veromandorum, a strong and famous town, seated on an eminence, by the River Somme. It is 22 miles south of Cambray.

was very unpleasant; the grass excessively wet, added to our having been wet nearly to the skin before we entered it. The rain coming literally upon our poor bodies in sluices off the bushes; poor Essel hardly able to move or speak. However, this was preferable, we thought, to run the risk of going into the village, where we suspected that gens d'armes might be lurking, being so near a large town. We continued in this miserable plight until about four o'clock, when Mr. Essel became quite weak and feeble, and the rest not much better, which induced us to quit this wretched place, and endeavour to get shelter in a house, let the consequence be what it might. Accordingly we approached a single hut at a short distance from the village—entered, and found in it a poor old peasant and two lads, who proved to be his sons: they were shivering over a few cinders, and appeared very miserable. We requested they would make a fire, and allow us to dry our things and warm ourselves; which they did, upon our promising payment; they appeared very much astonished at our appearance, and seemed greatly at a loss to know who and what we were. The fire being now made, we proceeded to squeeze the water out of our clothes, and to endeavour to get them a little dry. We made the old peasant bring us some bread; he also brought us a little butter, which by chance he had in the house; the old dame, his wife, having taken all the rest that morning to St. Quentin's market. We imagined we should do extremely well, if the old man would allow us to remain all night even by the fire-side; as it was impossible to attempt to travel, it rained so excessively hard. This we intimated to our venerable host; but he, without hesitation, assured us it was impossible. There was a public house in the village, he observed, where we could get supplied with every thing we might want; and as it was so very near, there could be little difficulty attending our getting there; at this moment two peasants were passing his door, he added, *Those two men belong to the village, they will point out the house to you.* He then called the two men; they appeared very civil; no alternative; so we paid the old man for his fire, bread, butter, &c. and accepted of the offer of those men. We soon arrived at the little village, and to our inexpressible joy found it a very miserable one. Our guides shewed us the public house, and quitted. We entered, and found the good landlady had nothing to give us but bread and eggs; no bed, but a loft full of clean hay! This was the only inn (as they termed it) in the village. We appeared to hesitate, whether we should remain here or proceed to the next town; inquiring what distance it might be. Our hostess replied, about three or four miles to a tolerably large village. It rained too hard, we told her, to go that distance, and inconvenient as it was, we would remain with her, and sleep in the hay-loft that night, in preference to being exposed any longer to the inclemency of the weather. This was indeed the kind of tavern and lodgings that suited us; I never was more pleased than at this reception. We got a good fire made, compleated drying our clothes, got some supper, and retired to the hay-loft. The good woman gave us two blankets to cover us; we found this accommodation sufficiently good, and we very soon fell fast asleep.

Thursday, Sept. 10, 1807. The next day, fortunately for us, (as it kept us under cover) was very inclement, raining without intermission. We kept in the loft, except one at a time, who went to procure breakfast, and to inform the landlady, who, we found, was a widow, that we would stay until evening, in hopes that the rain might cease. We sent her our trowsers, stockings, &c. to mend for us. We could move about without fear in this place, and found they were utter strangers to the sight of a gend'armes. The good lady took us for conscripts, and commiserated our situations. She had a brother in the army, then in Prussia; brought us a letter to read that she had lately received from him; *I served in the same regiment.* She was very much pleased to hear it. At about seven we paid the worthy old hostess, and took our leave; the night was clear star-light, and promised favourably; but the ground was so excessively slippery and muddy, that we could scarcely prevent ourselves from falling every step we took. At about ten Mr. Essel was seized with a violent bleeding of the nose, mouth, &c. we feared very much that he had burst a blood-vessel. This, together with a dysentery, which he had been troubled with some time, rendered him so excessively weak, that he could not move a step. We were greatly affected at this misfortune, and agreed to convey him to the next house we should meet. Fortunately the village alluded to by our landlady, when we arrived at her house, was in sight: the view of it gave our sick friend fresh courage; but we were apprehensive it was too large; however, we were resolved at all events, to procure him a lodging there; and, if we perceived any danger, to decamp instantly. About half past eleven, we arrived at the village; it proved to be far inferior to what we had expected. Mr. A—— went into a public house to reconnoitre, and to enquire if our friend could be supplied: he returned shortly, said he had succeeded, and assured us, from every appearance, that he imagined there was not the smallest risk attending our remaining there for the night, and even the next day, We wished very much to continue if possible together; indeed, from their very great attention to me, when scarcely able to move, I was determined not to desert or abandon any of them that might be indisposed, unless impelled by the greatest necessity. We accordingly agreed to remain with our friend, sincerely hoping that he might, by the next night, recruit a little strength. The bleeding had ceased, which was a great deal in his favour: we accordingly entered the public house, the sick gentleman and myself last. We were very civilly received by the landlord, who was a young decent man; he shewed us into a nice, clean back room, where we had beds each: he assured us we were perfectly safe with him.—"I have been situated in a similar manner once myself," said he, "and I shall ever have a fellow-feeling for others: when I quitted the army as a conscript, I travelled several hundred miles by night, and concealed myself in woods in the day time." We gave him nods of approbation, had some refreshment, found our friend was already a little better, and each retired (happy as any creature could be) to his bed. My God! what a paradise! It is not in my power to express, or to give any idea of the comfort and happiness I felt at being once more in a comfortable bed; every thing neat and clean about me.

This was our thirteenth night, without stripping or resting, except the preceding one in the hay-loft. I need not observe, that we remained in bed most part of the next day.

Friday, Sept. 11, 1807. Being under no apprehension: and the landlord, from the observations made by him on our arrival, being also aware that we travelled by night, made us perfectly reconciled. At dusk we paid our bill with gratitude; took leave of our kind host and proceeded. Essel, greatly refreshed; we found ourselves particularly strong and well, from the last night's repose. This night was exceedingly dark, and we had a great number of ploughed fields to march through, which fatigued our poor friend greatly: we were frequently under the necessity of resting and waiting for him during the night.

Saturday, Sept. 12, 1807. At day-light, it began raining incessantly. We were now very near a small village—our late success made us more bold than we were at our first setting out, and having no wood to shelter us, we resolved to go into the village: found it very well calculated for us. Got admitted into a public house; where, after procuring a little refreshment, we requested to be allowed to lie down somewhere to rest a little, expecting to be shewn into a hay loft: but were agreeably surprised; for our good old landlady put sheets on the only two beds she had, and told us we might rest ourselves on them until night: we perceived that she also supposed we were conscripts. She also got Mr. Essel something warm, and appeared very attentive. At dusk, as usual, we paid the good dame, and began our march—poor Essel complained a good deal, and my feet began to swell greatly: although they did not pain me, I feared some bad consequence from their swelling. About 10, our friend declared he could not advance a step further; consequently, we sat down to allow him time to rest a little. We were greatly mortified at this disaster, and did not know how to act, and were certain if he continued thus indisposed, we should be an immense time before we arrived at our destined spot. He began himself to think he should be obliged to stop at some house, and had therefore better let us proceed, as he clearly saw the risk we ran in approaching houses, villages, &c. but this was repugnant to our feelings; we agreed therefore to wait with him a day or two longer, to see if he should improve: but were greatly at a loss where to take him for the night; we were thus meditating, when we were joined by a man going exactly our road: he saluted us very kindly; expressed some sorrow at seing our comrade ill; informed us he was a baker by trade, then returning from whence he had been at work the whole week, to his little family, in a village about two miles farther on: his wife had recently died, and had left him three orphans; he had two beds, which should be prepared for us, and he would procure us every thing we might want for the night. The village was small, and he hinted that there was no danger whatever in entering it. He took us to be what the others had imagined. We accepted of his kind offer; and returned our sincerest thanks to Divine Providence for its bounty and goodness, in thus sending such a person in our way. We arrived at this poor man's dwelling; he made a good fire for us; ordered his children to get up and prepare the beds for our reception, when they retired into a loft there-

selves. We found ourselves particularly safe with this poor fellow; got well warmed, and retired to bed. He procured us every thing we wanted the next day.

Sunday, the 13th Sept. 1807. Agreeably to promise, we waited until dusk, and paid him handsomely for his trouble: he escorted us a mile or two on our road, and took his leave, full of gratitude, and very much pleased. We were much indebted to this man for his attention and civility; our companion found himself a little better, and in tolerably good spirits. About 11, we passed close in sight of Bapaume, where I had been about three years before.

Monday, Sept. 14th, 1807. At a little before day-light, we entered a wood, and found a convenient place to conceal ourselves. We conjectured we were about five leagues from Arras.* At about eleven, we were alarmed with the noise and whistling of a fowler with a dog, and in a few minutes we heard the report of his piece: the shot rattled through the bushes in which we lay, and a partridge perched close to us. This circumstance alarmed us prodigiously, as we could hear the man and dog advancing towards the very spot. To move would have been imprudent; since he was so very close, that it was impossible to avoid being discovered. We waited the event, without the smallest hope of escaping from being seen—the dog advanced—flushed the partridge nearly at our feet—the fowler close to us: fortunately the bird took an opposite direction to where we remained concealed, and the master and dog followed: and in a few minutes relieved us from the consternation they had thrown us into.

This was the second very providential escape we had from a fowler, or poacher: it is not in my power to give the reader a just idea of our feelings; they are much easier conceived than described: since they were literally those incident to our nature on such occasions, I shall decline any further explanation of them.

[To be continued.]

STATE PAPERS.

DECLARATION.

THE earnest endeavours of the Prince Regent to preserve the relations of peace and amity with the United States of America having unfortunately failed, his Royal Highness, acting in the name and on the behalf of his Majesty, deems it proper publicly to declare the causes, and origin of the war, in which the government of the United States has compelled him to engage.

* Arras is the chief town of the department du pais de Calais, province of Artois; it is remarkable for its fine church, and well furnished library. A great part of its fortifications were built by Vauban. It is seated on the river Scarp, 22 miles N.W. of Cambray: it is at present a *dépôt* for British prisoners of war; they are all (with few exceptions) confined in the citadel; they amount to the number of about 3,000.

No desire of conquest, or other ordinary motive of aggression has been, or can be with any colour of reason, in this case, imputed to Great Britain; that her commercial interests were on the side of peace, if war could have been avoided, without the sacrifice of her maritime rights, or without an injurious submission to France, is a truth which the American government will not deny.

H. R. H. does not, however, mean to rest on the favourable presumption to which he is entitled. He is prepared, by an exposition of the circumstances which have led to the present war, to show, that Great Britain has throughout acted towards the United States of America, with a spirit of amity, forbearance, and conciliation; and to demonstrate the inadmissible nature of those pretensions, which have at length unhappily involved the two countries in war.

It is well known to the world, that it has been the invariable object of the ruler of France, to destroy the power and independence of the British empire, as the chief obstacle to the accomplishment of his ambitious designs.

He first contemplated the possibility of assembling such a naval force in the Channel as, combined with a numerous flotilla, should enable him to disembark in England an army sufficient, in his conception, to subjugate this country; and through the conquest of Great Britain he hoped to realize his project of universal empire.

By the adoption of an enlarged and provident system of internal defence, and by the valour of H. M.'s fleets and armies, this design was entirely frustrated; and the naval force of France, after the most signal defeats, was compelled to retire from the ocean.

An attempt was then made to effectuate the same purpose by other means: a system was brought forward, by which the ruler of France hoped to annihilate the commerce of Great Britain, to shake her public credit, and to destroy her revenue; to render useless her maritime superiority, and so to avail himself of his continental ascendancy, as to constitute himself in a great measure the arbiter of the ocean, notwithstanding the destruction of his fleets.

With this view, by the decree of Berlin, followed by that of Milan, he declared the British territories to be in a state of blockade; and that all commerce, or even correspondence with Great Britain, was prohibited. He decreed that every vessel and cargo, which had entered, or was found proceeding to a British port, or which, under any circumstances, had been visited by a British ship of war, should be lawful prize: he declared all British goods and produce, wherever found, and however acquired, whether coming from the mother country, or from her colonies, subject to confiscation: he further declared to be denationalized, the flag of all neutral ships that should be found offending against these his decrees: and he gave to this project of universal tyranny, the name of the continental system.

For these attempts to ruin the commerce of Great Britain, by means subversive of the clearest rights of neutral nations, France endeavoured

in vain to rest her justification upon the previous conduct of H. M.'s government.

Under circumstances of unparalleled provocation, H. M. had abstained from any measure, which the ordinary rules of the law of nations did not fully warrant. Never was the maritime superiority of a belligerent over his enemy, more complete and decided. Never was the opposite belligerent so formidably dangerous in his power, and in his policy, to the liberties of all other nations. France had already trampled so openly and systematically on the most sacred rights of neutral powers, as might well have justified the placing her out of the pale of civilized nations. Yet in this extreme case, Great Britain had so used her naval ascendancy, that her enemy could find no just cause of complaint: and in order to give to these lawless decrees the appearance of retaliation, the ruler of France was obliged to advance principles of maritime law unsanctioned by any other authority, than his own arbitrary will.

The pretexts for these decrees were, first, that Great Britain had exercised the rights of war against private persons, their ships, and goods; as if the only object of legitimate hostility on the ocean were the public property of a state, or as if the edicts, and the courts of France itself, had not at all times enforced this right with peculiar rigour; secondly, that the British orders of blockade, instead of being confined to fortified towns, had, as France asserted, been unlawfully extended to commercial towns and ports, and to the mouths of rivers; and thirdly, that they had been applied to places, and to coasts which neither were, nor could be actually blockaded. The last of these charges is not founded on fact; whilst the others, even by the admission of the American government, are utterly groundless in point of law.

Against these decrees, his Majesty protested and appealed; he called upon the United States, to assert their own rights, and to vindicate their independence, thus menaced and attacked; and as France had declared, that she would confiscate every vessel, which should touch in Great Britain, or be visited by British ships of war, his Majesty, having previously issued the order of January, 1807, as an act of mitigated retaliation, was at length compelled, by the persevering violence of the enemy, and the continued acquiescence of neutral powers, to revisit, upon France, in a more effectual manner, the measure of her own injustice; by declaring, in an order in council, bearing date the 11th of November, 1807, that no neutral vessel should proceed to France, or to any of the countries from which, in obedience to the dictates of France, British commerce was excluded, without first touching at a port in Great Britain, or her dependencies. At the same time his Majesty intimated his readiness to repeal the orders in council, whenever France should rescind her decrees, and return to the accustomed principles of maritime warfare; and at a subsequent period, as a proof of his Majesty's sincere desire to accommodate, as far as possible, his defensive measures to the convenience of neutral powers, the operation of the orders in council was, by an order issued in April 1809, limited to a blockade of France, and of the countries subjected to her immediate dominion.

Systems of violence, oppression, and tyranny, can never be suppressed, or even checked, if the power against which such injustice is exercised, be debarred from the right of full and adequate retaliation: or, if the measures of the retaliating power, are to be considered as matters of just offence to neutral nations, whilst the measures of original aggression, and violence, are to be tolerated with indifference, submission, or complacency.

The government of the United States did not fail to remonstrate against the orders in council of Great Britain. Although they knew, that these orders would be revoked, if the decrees of France, which had occasioned them, were repealed, they resolved at the same moment to resist the conduct of both belligerents, instead of requiring France in the first instance to rescind her decrees. Applying most unjustly the same measure of resentment to the aggressor, and to the party aggrieved, they adopted measures of commercial resistance against both—a system of resistance, which, however varied in the successive acts of embargo, non-intercourse or non-importation, was evidently unequal in its operation, and principally levelled against the superior commerce, and maritime power of Great Britain.

The same partiality towards France was observable, in their negotiations, as in their measures of alleged resistance.

Application was made to both belligerents for a revocation of their respective edicts; but the terms in which they were made, were widely different.

Of France was required a revocation only of the Berlin and Milan decrees, although many other edicts, grossly violating the neutral commerce of the United States, had been promulgated by that power. No security was demanded, that the Berlin and Milan decrees, even if revoked, should not under some other form be re-established: and a direct engagement was offered, that, upon such revocation, the American government would take part in the war against Great Britain, if Great Britain did not immediately rescind her orders.—Whereas no corresponding engagement was offered to Great Britain, of whom it was required, not only that the orders in council should be repealed, but that no others of a similar nature should be issued, and that the blockade of May, 1806, should be also abandoned. This blockade, established and enforced according to accustomed practice, had not been objected to by the United States at the time it was issued. Its provisions were on the contrary represented by the American minister resident in London at the time, to have been so framed, as to afford, in his judgment, a proof of the friendly disposition of the British cabinet towards the United States.

Great Britain was thus called upon to abandon one of her most important maritime rights; by acknowledging the order of blockade in question, to be one of the edicts, which violated the commerce of the United States; although it had never been so considered in the previous negociations;—and although the president of the United States had recently consented to abrogate the non-intercourse act, on the sole condition of the orders in council being revoked; thereby distinctly admitting these orders to be the

potentiary accredited to the United States (the execution of which instructions, in consequence of the discontinuance of Mr. Foster's functions, were at a subsequent period entrusted to Admiral Sir John Borlase Warren), directing him to propose a cessation of hostilities, should they have commenced; and further, to offer a simultaneous repeal of the orders in council on the one side, and of the restrictive laws on British ships and commerce on the other.

They were also respectively empowered to acquaint the American government, in reply to any inquiries with respect to the blockade of May, 1806, whilst the British government must continue to maintain its legality, "that in point of fact this particular blockade had been discontinued for a length of time, having been merged in the general retaliatory blockade of the enemy's ports, under the orders in council, and that his Majesty's government had no intention of recurring to this, or to any other of the blockades of the enemy's ports, founded upon the ordinary and accustomed principles of maritime law, which were in force previous to the orders in council, without a new notice to neutral powers, in the usual form."

The American government, before they received intimation of the course adopted by the British government, had, in fact, proceeded to the extreme measure of declaring war, and issuing "Letters of-Marque," notwithstanding they were previously in possession of the report of the French minister for foreign affairs, of the 12th of March, 1812, promulgating anew the Berlin and Milan Decrees, as fundamental laws of the French empire, under the false and extravagant pretexts, that the monstrous principles therein contained, were to be found in the treaty of Utrecht, and were, therefore binding upon all states. From the penalties of this code, no nation was to be exempt, which did not accept it, not only as the rule of its own conduct, but as a law, the observance of which, it was also required to enforce upon Great Britain.

In a manifesto, accompanying their declaration of hostilities, in addition to the former complaints against the orders in council, a long list of grievances was brought forward; some trivial in themselves, others which had been mutually adjusted, but none of them such, as were ever before alleged by the American government to be grounds for war.

As if to throw additional obstacles in the way of peace, the American Congress, at the same time, passed a law, prohibiting all intercourse with Great Britain, of such a tenor, as deprived the executive government, according to the president's own construction of that act, of all power of restoring the relations of friendly intercourse between the two states, so far, at least, as concerned their commercial intercourse, until Congress should re-assemble.

The president of the United States has, it is true, since proposed to Great Britain an Armistice; not, however, on the admission, that the cause of war, hitherto relied on, was removed, but on condition, that Great Britain, as a preliminary step, should do away a cause of war, now brought forward as such, for the first time; namely, that she should abandon the exercise of her undoubted right of search, to take from American

merchant-vessels, British seamen, the natural born subjects of his Majesty; and this concession was required upon a mere assurance, that laws would be enacted by the legislature of the United States, to prevent such seamen from entering into their service; but, independent of the objection to an exclusive reliance on a foreign state, for the conservation of so vital an interest, no explanation was, or could be afforded by the agent who was charged with this overture, either as to the main principles, upon which such laws were to be founded, or as to the provisions which it was proposed they should contain.

This proposition having been objected to, a second proposal was made, again offering an armistice, provided the British government would secretly stipulate to renounce the exercise of this right in a treaty of peace. An immediate and formal abandonment of its exercise, as preliminary to a cessation of hostilities, was not demanded; but his Royal Highness the Prince Regent was required, in the name, and on the behalf of his Majesty, secretly to abandon, what the former overture had proposed to him publicly to concede.

This most offensive proposition was also rejected, being accompanied, as the former had been, by other demands of the most exceptionable nature, and especially of indemnity for all American vessels, detained and condemned under the orders in council, or under what were termed illegal blockades—a compliance with which demands, exclusive of all other objections, would have amounted to an absolute surrender of the rights, on which those orders and blockades were founded.

Had the American government been sincere in representing the orders in council, as the only subject of difference between Great Britain and the United States, calculated to lead to hostilities; it might have been expected, so soon as the revocation of those orders had been officially made known to them, that they would have spontaneously recalled their "Letters of Marque," and manifested a disposition immediately to restore the relations of peace and amity between the two powers.

But the conduct of the government of the United States by no means corresponded with such reasonable expectations.

The order in council of the 23d of June, being officially communicated in America, the government of the United States, saw nothing in the repeal of the orders in council, which should of itself restore peace, unless Great Britain were prepared, in the first instance, substantially to relinquish the right of impressing her own seamen, when found on board American merchant-ships.

The proposal of an armistice, and of a simultaneous repeal of the restrictive measures on both sides, subsequently made by the commanding officer of his Majesty's naval forces on the American coast, were received in the same hostile spirit by the government of the United States. The suspension of the practice of impressment was insisted upon, in the correspondence which passed on that occasion, as a necessary preliminary to a cessation of hostilities: negociation, it was stated, might take place, without any suspension of the exercise of this right, and also without any armistice being concluded; but Great Britain was required previously to agree, with-

out any knowledge of the adequacy of the system which would be substituted, to negociate upon the basis of accepting the legislative regulations of a foreign state, as the sole equivalent for the exercise of a right, which she has felt to be essential to the support of her maritime power.

If America, by demanding this preliminary concession, intends to deny the validity of that right, in that denial, Great Britain cannot acquiesce; nor will she give countenance to such a pretension, by acceding to its suspension, much less to its abandonment, as a basis on which to treat. If the American government has devised, or conceives it can devise, regulations which may safely be accepted by Great Britain as a substitute for the exercise of the right in question, it is for them to bring forward such a plan for consideration. The British government has never attempted to exclude this question from amongst those, on which the two states might have to negociate: it has, on the contrary, uniformly professed its readiness to receive and discuss any proposition on this subject coming from the American government: it has never asserted any exclusive right, as to the impressment of British seamen from American vessels, which it was not prepared to acknowledge, as appertaining equally to the government of the United States, with respect to American seamen when found on board British merchant ships. But it cannot, by acceding to such a basis, in the first instance, either assume or admit that to be practicable, which, when attempted on former occasions, has always been found to be attended with great difficulties; such difficulties, as the British commissioners, in 1806, expressly declared, after an attentive consideration of the suggestions brought forward by the commissioners on the part of America, they were unable to surmount.

Whilst this proposition, transmitted through the British admiral, was pending in America, another communication, on the subject of an armistice, was unofficially made to the British government, in this country. The agent, from whom this proposition was received, acknowledged, that he did not consider, that he had any authority himself to sign an agreement on the part of his government. It was obvious, that any stipulations entered into, in consequence of this overture, would have been binding on the British government, whilst the government of the United States would have been free to refuse or accept them, according to the circumstances of the moment. This proposition was, therefore, necessarily declined.

After this exposition of the circumstances which preceded, and which have followed, the declaration of war by the United States, his Royal Highness the Prince Regent, acting in the name and on the behalf of his Majesty, feels himself called upon to declare the leading principles by which the conduct of Great Britain has been regulated in the transactions connected with these discussions.

His Royal Highness can never acknowledge any blockade whatsoever to be illegal, which has been duly notified, and is supported by an adequate force, merely upon the ground of its extent, or because the ports, or coasts blockaded, are not, at the same time, invested by land.

His Royal Highness can never admit, that neutral trade with Great Britain can be constituted a public crime, the commission of which can expose the ships of any power whatever to be denationalized.

His Royal Highness can never admit, that Great Britain can be debarred of its right of just and necessary retaliation, through the fear of eventually affecting the interest of a neutral.

His Royal Highness can never admit, that, in the exercise of the undoubted and hitherto undisputed right of searching neutral merchant vessels in time of war, the impressment of British seamen, when found therein, can be deemed any violation of a neutral flag. Neither can he admit, that the taking such seamen from on board such vessels can be considered by any neutral state as a hostile measure, or a justifiable cause of war.

There is no right more clearly established, than the right which a sovereign has to the allegiance of his subjects, more especially in time of war. Their allegiance is no optional duty, which they can decline and resume at pleasure. It is a call which they are bound to obey; it began with their birth, and can only terminate with their existence.

If a similarity of language and manners may make the exercise of this right more liable to partial mistakes, and occasional abuse, when practised towards vessels of the United States, the same circumstances make it also a right, with the exercise of which, in regard to such vessels, it is more difficult to dispense.

But if, to the practice of the United States to harbour British seamen, be added their assumed right to transfer the allegiance of British subjects, and thus to cancel the jurisdiction of their legitimate sovereign, by acts of naturalization and certificates of citizenship, which they pretend to be as valid out of their own territory, as within it, it is obvious that to abandon this ancient right of Great Britain, and to admit these novel pretensions of the United States, would be to expose to danger the very foundation of our maritime strength.

Without entering minutely into the other topics, which have been brought forward by the government of the United States, it may be proper to remark, that whatever the declaration of the United States may have asserted, Great Britain never did demand, that they should force British manufactures into France; and she formally declared her willingness entirely to forego, or modify, in concert with the United States, the System, by which a commercial intercourse with the enemy had been allowed under the protection of licences; provided the United States would act towards her, and towards France, with real impartiality.

The government of America, if the differences between states are not interminable, has as little right to notice the affair of the Chesapeak. The aggression, in this instance, on the part of a British officer was acknowledged, his conduct was disapproved, and a reparation was regularly tendered by Mr. Foster on the part of his Majesty, and accepted by the government of the United States.

It is not less unwarranted in its allusion to the mission of Mr. Henry; a mission undertaken without the authority, or even knowledge of his Majesty's government, and which Mr. Foster was authorized formally and officially to disavow.

The charge of exciting the Indians to offensive measures against the

United States, is equally void of foundation. Before the war began, a policy the most opposite had been uniformly pursued, and proof of this was tendered by Mr. Foster to the American government.

Such are the causes of war which have been put forward by the government of the United States. But the real origin of the present contest will be found in that spirit, which has long unhappily actuated the councils of the United States: their marked partiality in palliating and assisting the aggressive tyranny of France; their systematic endeavours to inflame their people against the defensive measures of Great Britain; their ungenerous conduct towards Spain, the intimate ally of Great Britain; and their unworthy desertion of the cause of other neutral nations. It is through the prevalence of such councils, that America has been associated in policy with France, and committed in war against Great Britain.

And under what conduct on the part of France has the government of the United States thus lent itself to the enemy? The contemptuous violation of the commercial treaty of the year 1800, between France and the United States; the treacherous seizure of all American vessels and cargoes in every harbour subject to the controul of the French arms; the tyrannical principles of the Berlin and Milan Decrees, and the confiscations under them; the subsequent confiscations under the Rambouillet Decree, antedated or concealed to render it the more effectual; the French commercial regulations which render the traffic of the United States with France almost illusory; the burning of their merchant ships at sea, long after the alleged repeal of the French Decrees—all these acts of violence on the part of France produce from the government of the United States, only such complaints as end in acquiescence and submission, or are accompanied by suggestions for enabling France to give the semblance of a legal form to her usurpations, by converting them into municipal regulations.

This disposition of the government of the United States—this complete subserviency to the Ruler of France—this hostile temper towards Great Britain—are evident in almost every page of the official correspondence of the American with the French government.

Against this course of conduct, the real cause of the present war, the Prince Regent solemnly protests. Whilst contending against France, in defence not only of the liberties of Great Britain, but of the world, His Royal Highness was entitled to look for a far different result. From their common origin—from their common interest—from their professed principles of freedom and independence, the United States were the last power, in which Great Britain could have expected to find a willing instrument, and abettor of French tyranny.

Disappointed in this his just expectation, the Prince Regent will still pursue the policy, which the British government has so long and invariably maintained, in repelling injustice, and in supporting the general rights of nations; and, under the favour of Providence, relying on the justice of his cause, and the tried loyalty and firmness of the British nation, his Royal Highness confidently looks forward to a successful issue to the contest, in which he has thus been compelled most reluctantly to engage.

Westminster, January 9, 1813.

PHILOSOPHICAL PAPERS.

Description of an Error which Hadley's Sextants and Quadrants are liable to, not generally known amongst Nautical Men.

THIS error in sextants and quadrants, proceeds from the elasticity of the index, and the resistance opposed to it in turning on its axis :* very few of these instruments, if well examined, will be found perfectly free from this error, especially if they get relaxed in the axis by long use. Among many sextants examined by me, most of them were in a certain proportion affected by this error, even when new; and seldom will old instruments be found clear of it, which I attribute chiefly to the wearing of the centre.

To ascertain this error, and apply it in practice to all measured angles, proceed as follows: observe in measuring any angle, if the index was moved forward on the arc with the tangent screw at finishing the measurement; or whether it had a retrograde motion towards O. In ascertaining the index error, a corresponding motion should be given with the tangent screw, and the error thus found, applied accordingly to the measured angle.

Suppose the altitude of an object, or any angle, is measured by impelling the index forward on the arc with the tangent screw :—if the index error applicable to this angle is found by the horizon, bring the index backward beyond O, then move it forward on the arc till the visible and reflected horizons coincide, and apply the index error thus found to the measured angle.

But to obtain the index error more correctly, by measuring the diameter of ⊙ on both sides of O; with the back screw slack, move the index from O forward on the arc, till only a small part of the sun's disc remains covered by the reflected image, then tighten the back screw, and impel the index forward on the arc with the tangent screw, till the limbs of the sun are just touching each other. Mark the quantity, which is the measure of the sun's diameter from O forward on the arc, with a progressive motion of the index. Bring afterwards the index about 40′ beyond O, backward on the arc, so as to open the limbs of the sun a little, then tighten the back screw, and impel the index forward on the arc with the tangent screw towards O, till the limbs of the sun are just touching. Mark the quantity from O backward, which is the measure of the sun's diameter backward from O, with a progressive motion of the index as before. Half the difference of the diameters of ⊙ thus measured is the true error of the sextant, applicable to all angles which have been measured by giving the index a progressive motion forward on the arc.

If an angle is measured by giving the index a retrograde motion towards

* This error, I understand, Mr. Troughton has almost entirely prevented, by giving the index of his sextants a free and smooth motion on its axis.

O, the index error should be found for such observation, by giving the index constantly a similar retrograde motion in measuring the sun's diameter on each side of O; or the reverse of that described above.

An Example to illustrate the preceding Description.

1798, March 5th, at two A.M. with a sextant made by Ramsden, which had been constantly in use for several years, I measured four distances of * Regulus, from the moon's remote limb, by a retrograde motion of the index towards O, or decreasing the angle: measured also four distances of * Antares, from the moon's near limb, by a progressive motion of the index from O, or encreasing the angle.

At 7 A.M. measured ⊙'s diameter on both sides of O, by a retrograde motion of the index, which made the index error 1′ 7″½ subtractive, being the proper error of the sextant applicable to the observations of * Regulus, and ☾ which were taken with the same motion of the index. Measured also ⊙'s diameter, on both sides of O, by a progressive motion of the index forward on the arc, which made the index error 1′ 42″½ subtractive, being the proper error of the sextant applicable to the observations of * Antares, and ☾, which were taken with a similar motion of the index.

The difference of the index error by these two methods, is 35″, which, wrongly applied, would considerably affect the longitude, if obtained from distances measured from ☾ to objects only on one side of her.

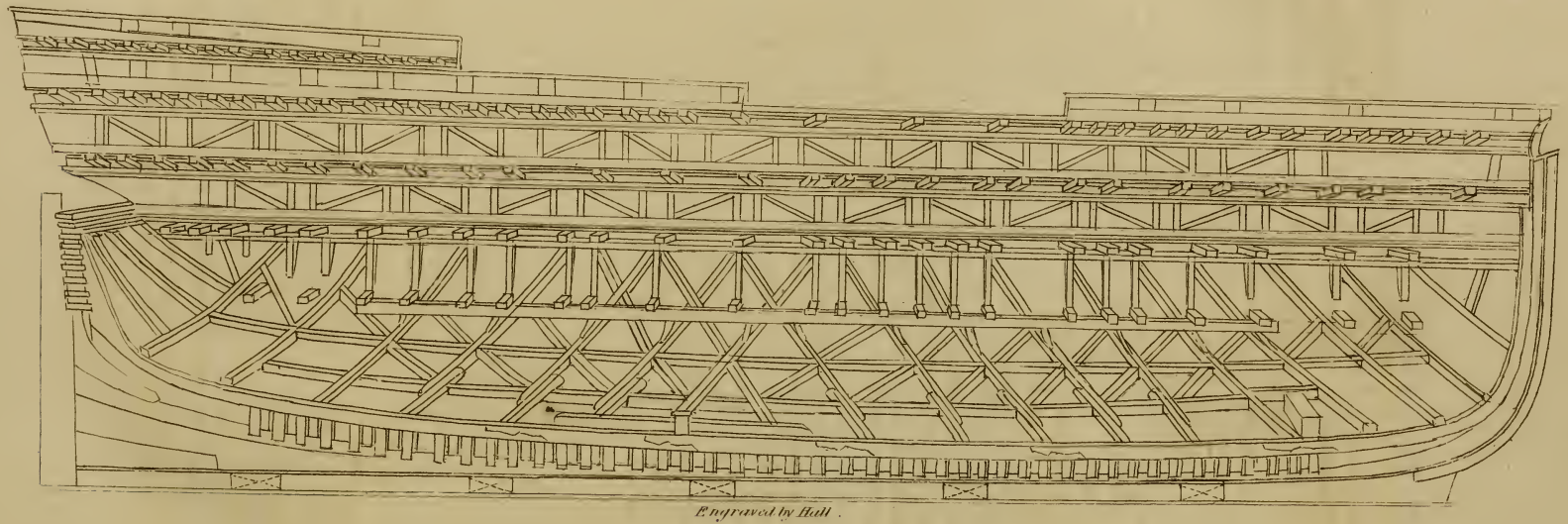
If the index error had been found by opening the limbs of the sun a little, in measuring the diameter of the sun on each side of O, and drawing the limbs into contact with the tangent screw, it would have been 1′ 25″ subtractive. This, I believe, is the method generally practised, in measuring ⊙'s diameter to obtain the index error of sextants; but the error thus obtained, is only applicable to angles that have been measured with both a progressive and retrograde motion of the index, and their mean result adopted as the measured angle. This, however, cannot be done, unless the objects are stationary, whose angular distance is to be measured.

Jas Horsburgh

PLATE CCCLXXXIII.

NAVAL ARCHITECTURE.

THE accompanying embellishment serves to illustrate the new system of architecture, on which a third-rate ship of war has been lately constructed internally; and represents what may be termed a perspective



Engraved by Hall.

Perspective section of a third-rate Ship of War built upon a novel Construction.

section of the ship. The beholder being supposed to stand about the middle of its length, with his eye nearly on a level with the orlop-deck.*

We are not in possession of the exact dimensions of this ship, which, we believe, was finished in 1810: but she may be supposed to have been rebuilt upon the model generally of her predecessor, which was built in 1784, and whose principal dimensions are understood to have been as follows:—keel, 139 feet 6 inches; gun-deck, 170 feet 4 inches; breadth extreme, 47 feet 7½ inches; depth of hold, 20 feet 4 inches; burthen, 1680 tons.

The following is a brief specification of this new construction:

In the hold, there is no plank or lining below the orlop-deck clamps; the perpendicular riders are also done away; the openings between the timbers, or ribs, are securely filled in and caulked within and without, to the height of the orlop clamps, or where the lining is omitted.† Diagonal riders are placed in the hold to the angle of 45°, lying in opposite directions, in the fore to the aftermost part of the ship. Pieces of timber are placed in fore-and-aft directions, at the height of the floor and first futtock-heads, coming in contact against the sides of the said diagonal riders, to which they are secured. A piece of timber is also run in a diagonal direction in these compartments, thereby forming two triangles in each space. The whole of this is coaked, with circular coaks, to each other and to the frame or ribs of the ship; of course the bolts have no other office to perform, but that of keeping the materials to the timbers. The heads of the diagonal riders come in contact with an internal hoop, or shelf-piece, under the gun-deck beams, which forms the grand abutment, as well as a security to connect the beams to the sides, assisted by chocks and iron knees on a particular principle, upon which system all the decks are secured, the short plank between the ports (a certain quantity of which is placed in a diagonal direction) forming in the space between the ports two triangles. A great proportion of the lower and main deck is laid to the angle of 45° from the beams, and also the ledges of the decks; a proportion only of the plank lying in a fore-and-aft direction; *viz.* the sides and middle so secured that it forms abutments to the diagonal planks. The introduction of this principle has considerably reduced the price of timber, and also made use of that which was not applicable on the old principle of ship-building. Additional strength is given by the general combination of materials that compose this ship, probably with additional capacity for stowage as well as an opportunity to discover defects, and neat œconomy in making them good; also a protection against worms externally, and rats internally, &c.† The leading axioms of the project are, that strength is to be obtained rather by a judicious disposition of matter, than altogether by quantity; that partial strength produces partial weakness; and that

* Certain improvements in this branch of hydraulic architecture are to be found detailed in Vol. XXIII. 112.

† N. C. III. 62, 134.*

no fabric is stronger than its weakest part. The triangle is the basis of this system, which is the only immoveable figure known, to which form every part before described assimilates. By substituting the triangle for the rectangle (which latter figure the present mode of ship-building represents) the materials, *viz.* diagonal riders, trusses, decks, materials between the ports, &c are pressed upon as a pillar, or stretched as a rope by the varied action of pitching and rolling, sailing on a wind, &c. which is the strongest position fibrous solids can be acted upon. By the present practice they are acted upon in a transverse direction to a longitudinal position, which is the weakest, depending entirely upon the fastenings, which receive no contrary pressure; as is the case in the figure of a triangle, which cannot move but by forcing the matter it is composed of into a less space than it originally occupied, or in other words, the hypothenuse must have a tendency to insinuate itself into the space of one of the legs or sides of the triangle it forms a part of.

CHRONOLOGICAL SKETCH

OF THE

MOST REMARKABLE NAVAL EVENTS

OF THE YEAR 1812.

JANUARY

4. ACCOUNTS of melancholy shipwrecks received—of the Hero, St. George, &c. in the Baltic.

20. Intelligence received of the final reduction of the island of Java, which put an end to the French power in the Indian Seas.

23. A comparative statement published of the population of Great Britain, as exhibited in the Census taken in the year 1801, and at the close of 1811, from which it appeared, that in the short space of ten years there had been an increase of nearly one-sixth.

30. Accounts from Malta, dated the 1st inst. state, that a conspiracy had been discovered in Sicily, for delivering the island into the hands of the enemy; but it was frustrated, and twenty of the ringleaders shot.

31. Arrived intelligence of the capture of the French frigate Pomone, of 44 guns, by the English frigate the Active, of 38 guns, Captain Gordon, in the Mediterranean.

—. A beautiful East Indiaman launched at Deptford, named the Princess Charlotte.

FEBRUARY

13. Jansens, the late governor-general of Batavia, arrived in this country.

20. Intelligence of amicable arrangements having been come to between this country and Sweden.

21. Intelligence received of the arrest of the Queen of Sicily, in consequence of it being discovered that she was concerned in a conspiracy to give up the island to the enemy.

23. The Prince Regent declared, in a note to Mr. Ponsonby, the ostensible leader of the opposition in the House of Commons, that the Catholic claims should not, in future, be discussed by his ministers as an ordinary government question.

25. Intelligence received of the abdication of the King of Sicily, and of the hereditary prince having been appointed vicar-general.

MARCH

3. Mr. Brougham moved, in the House of Commons, for a committee to inquire into the state of trade, particularly with reference to the orders in council; but the motion was lost by a majority of 72: there being—Ayes 144—Noes 216.

30. Some French praams, forming part of the French flotilla at Boulogne, captured by the English.

APRIL

1. The French flotilla defeated before Dieppe, by Captains Harvey and Trollope, of the Rosario and Griffon sloops of war.

2. M. St. Cricq, member of the legion of honour, and captain of the Clorinde French frigate, cashiered and imprisoned, for cowardice, in the memorable encounter with the English, in which the Nereide and Renomme were captured.

3. The East India Company resolve to petition parliament for a renewal of their charter.

22. Lord Donoughmore's motion, in the House of Peers, to emancipate the Roman Catholics, lost by a majority of 72.

24. Mr. Grattan's motion, in the House of Commons, to refer the Roman Catholic petitions to a committee of the whole House, rejected by a majority of 85.

29. Ministers consent to refer the petitions, praying for the repeal of the orders in council, to a committee of the whole house.

MAY

1. The Patriotic Fund finds itself possessed of 80,000*l.* after voting 411,000*l.* in rewards, annuities, &c.

4. Arrival of a French flag of truce.

7. The Rivoli, French ship, of 84 guns, taken, after a gallant action, by the Victorious, of 74 guns.

14. The Tribune, transport, dashed to pieces on Pindee point reef, and many wounded British soldiers, and 250 French prisoners, unfortunately drowned.

15. The Americans lay an embargo on British vessels.

25. Commencement of hostilities between the Russians and the French.

—. The American Congress prohibit importation from their own ports during the embargo on British vessels.

29. Two French frigates and a brig destroyed at the entrance of L'Orient, by the Northumberland man of war.

JUNE

2. Admiral De Winter died at Paris.

5. Accounts arrived of the confiscation of all British property in America, by the orders of the Congress.

17. On the motion of Mr. Brougham, ministers consent to suspend for a limited time the British orders in council, so far as concerns America.

22. A privateer, of St. Maloe's, captured, after a furious action with the Hind, revenue cutter.

24. Public revocation of the orders in council, so far as regards the United States of America.

—. Volcanic eruption at St. Vincent's.

JULY

16. Accounts received of a dreadful eruption of Mount Souffriere, in the island of St. Vincent, on the 6th May.

31. Despatches from Mr. Thornton, transmitting treaties of peace, signed at Orebro, on the 18th July, between Great Britain, Russia, and Sweden.

AUGUST

20. Mr. Foster, the minister of Great Britain to the United States, returns to London, in consequence of the American declaration of war.

24. Despatches received from Admiral Martin, dated the 5th August, which state the defeat of Marshal Oudinot by Count Wittgenstein, on the 30th and 31st July, near Polotsk, the latter obliging the French to re-cross the Dwina, with the loss of 2000 men taken prisoners, and some cannon.

25. The siege of Cadiz raised by the French.

SEPTEMBER

29. Parliament dissolved by proclamation.

OCTOBER

7. Burning of several vessels, laden with silk, and demolition of batteries on the coast of Naples, by a flotilla under the command of Captain Hull.

12. Loss of the Guerriere, captured by the American frigate the Constitution.

13. Proclamation, issuing letters of marque and reprisals against American vessels and property.

28. Despatches from Lord Cathcart, detailing the operations of the Russians, assisted by a British flotilla from Riga, against the Prussians, on their subsequent retreat before the superior force of the latter.

30. Capture of his Majesty's brig the Attack, after an obstinate resistance to the Danish flotilla.

NOVEMBER

23. Execution of Lieutenant Gamage, for the murder of a serjeant of marines.

24. Meeting of parliament.

DECEMBER

1. The Prince Regent opens the session of parliament, in person.

17. The Marquis of Sligo tried and convicted at the Admiralty Sessions, in the Old Bailey, for seducing seamen from his Majesty's ships, and sentenced to pay a fine of 5000*l.* and to be imprisoned for four months in Newgate.

18. Charles Frederick Palm and Samuel Telling are convicted of the murder of Captain Keith, at the Admiralty Sessions, and sentenced to death.

26. Despatches received at the Admiralty from Sir J. Borlase Warren, of the 18th November, containing an account of the capture of his Majesty's brig Frolic, on the 18th October, by the American ship Wasp; and of her re-capture, with the capture of the Wasp by the Poictiers, Captain Beresford, on the same day.

28. Accounts received of a dreadful hurricane at Jamaica in the month of October.

29. Despatch received at the Admiralty from Captain Carden, announcing the capture of the British frigate Macedonian, by the American ship United States, on the 25th October.

NAVAL LITERATURE.

EAST INDIA TRADE.

1. *The History of European Commerce with India. To which is subjoined a review of the arguments for and against the Trade with India, and the management of it by a Chartered Company, with an Appendix of Authentic Accounts.* By DAVID MACPHERSON, *Author of the Annals of Commerce, &c.* 4*to.* 1*l.* 10*s. boards.*

2. *Remarks on the Charter of the East India Company, containing copious extracts from the important sections of the Charter, suggestions on the most eligible method of opening the Eastern Trade, and a review of the objections to any alteration in the Charter.* HODSON, Cambridge. MURRAY; and WILKIE and ROBINSON, London. 3*s.*

3. *Letters on the East India Monopoly, originally published in the Glasgow Chronicle, with additions and corrections.* SHERWOOD, NEELY, and JONES; and HATCHARD. 2d. Ed. 3*s.*

4. *Letters from the Right Hon. Henry Dundas, to the Chairman of the Court of Directors of the East India Company, upon an open Trade to India.* RICHARDSON. 1*s.*

5. *Correspondence of Messrs. Abbott, Parry, and Maitland, with the Hon. the Court of Directors of the East India Company, on the subject of a Protest signed by two distinguished members of the Court.* Sold by JOYCE GOLD, Naval Chronicle Office, Shoe Lane. 2*s*.

6. *A Letter to Edward Parry, Esq. and Charles Grant, Esq. Chairman and Deputy Chairman of the Court of Directors, in* 1809, *on the subject of the Commercial Monopoly of the East India Company.* WILSON, St. Paul's Church-yard. 8vo. 2d Ed. 3*s*.

7. *Free Trade to the East Indies, being a Demonstration of the Necessity and Advantage of opening the Trade with the East Indies, and of a termination to the present Monopoly of the East India Company.* 6*s*. 6*d*. boards. BLACKLOCK, Royal Exchange; CHAPPLE, Pall Mall. *Of whom may also be had, the opinions of Burke, Fox, Smith, and other eminent writers, on the Trade and Government of the East Indies.*

8. *Marquis Wellesley's Letters on the Private Trade to India, addressed to the Court of Directors; and Remarks on the extension of Territory, which has taken place in India, subsequent to the Acts of Parliament passed in* 1784, *and* 1793; *submitted to the consideration of Parliament, previous to the proposed Renewal of the Charter of the East India Company.* LONGMAN, and Co.; RICHARDSON; HATCHARD, &c.

THE above list of some of the most recent publications relative to this maritime and commercial subject, will shew our readers the importance and interest which are, at present, attached to it. Indeed, we know of none that has lately come before the public, which so highly demands impartial consideration, and mature, experienced judgment. To naval men, particularly those who have been conversant with East Indian transactions, the above-mentioned works may be recommended during a long tedious cruise, as abounding with much useful and professional information.

According to the long and numerous resolutions which passed at the East India House, January 26, 1813, at a General Court of the United Company of Merchants trading to the East Indies—it appeared, "That the discharge of the political functions of the Company, depends on the continuance of its commercial privileges; that the propositions of his Majesty's government, by giving a fatal blow to the commercial interests of the Company, will, if insisted on, eventually terminate in its political dissolution; and that political advantages of the highest importance, will thus be lost to the country; amongst which, the following deserve to be distinctly noticed, as much too valuable to be sacrificed for a trifling reduction in the freight of Indian goods to Europe.

1. "A marine of 100 large ships, containing a tonnage of 103,333 tons, employing 1400 officers and 10,000 seamen, of acknowledged skill and bravery; and which has been found ready and able, at all times, to minister to the national convenience, and to augment the national glory.

2. "An extensive establishment of yards, which has often rendered large and seasonable assistance to the royal navy, and might, in cases of necessity, be made available to the national defence.

3. "The remittance of the fortunes accumulated by above 3,000 officers of the Company's military service, and some hundreds of civil servants; which are transferred to the capital, and increase the industry of Britain."

After other very strong resolutions, the members of this East India court subjoined the following: "That the court appeal confidently to the following particulars, from the close of the fourth report of the committee of the House of Commons, appointed in the late parliament, for a proof, not only that the Company have carried on their affairs without any expence to the finances of this country, but that the operations of their system have been manifold ways beneficial to its interests:

1. "That since 1791, British industry has been encouraged by the employment of 46,000,000*l.*

2. "That the produce and manufactures of India, purchased with this sum, together with those of China sold in England, realized in sale, amount to nearly 140,000,000*l.*

3. "That the purchase of the produce and manufactures of England, amounted to 29,200,000*l.*

4. "That the employment of British shipping amounted to 25,000,000*l.*

5. "That the duties on imports, collected through the Company at a trifling expence to government, amounted to 39,300,000*l.*; and on exports to 660,000—together 39,960,000*l.*

6. "That the combination of these and other sums, producing 185,960,000*l.* shews that on an average of the last 17 years, 10,900,000*l.* have been diffused in various channels, through the whole circulation of the British Empire."

These resolutions of the General Court of the United Company of Merchants trading to the East Indies, have been publicly opposed, amongst other commercial and manufacturing towns.

In the first place, at a meeting of the inhabitants of Manchester and Salford, January 23, 1813, we can only select the second, fourth, fifth and seventh, resolutions.

2. "That the long and continued deprivation of this right, in the instance of the East India Company's monopoly, has not been less severe and injurious towards the merchants and manufacturers, than detrimental to the interests of the whole body of the British people.

4. "That the impolicy of the monopoly hitherto granted to the Company, cannot be more clearly proved, than by reference to the advantages which America has derived from that trade, whilst the British merchants have been denied any participation therein.

5. "That it is little more than twenty years, since the first American vessel entered the port of Canton; within which short period, the number of vessels trading from that country to the east, has increased to several hundreds, whilst those employed by the Company do not amount to one hundred.

7. "That the frequent applications of the Company to parliament for loans, even to enable them to pay their annual dividends of 10 per cent; incontestibly prove the inadequacy of their capital to such extensive com-

mercial undertakings; and the want of economy and enterprise, inseparably connected with a public body, has caused the trade to be conducted without energy, and its advantages, in a great measure, lost to the country."

The resolutions of the General Court at the India House, have also been opposed at a numerous and respectable meeting of the merchants, manufacturers, and other inhabitants of Birmingham, January 8, 1813. The Duke of Norfolk was fixed on to present their petition to the House of Lords, and the members for the county to the House of Commons. In this petition they declare, "That it is an object of great importance to your petitioners, to have the trade of the east thrown open to the outports; because they are convinced, that the competition from the outports is necessary to the full developement of this great commerce, which cannot fail to languish and stagnate, if confined to the port of London; and, because they are apprehensive that, if confined to the port of London, it will also be subjected to some degree of influence or control on the part of the East India Company, which will be certain to retard and obstruct its operations."

On the 3d of February, Lord Melville presented petitions to the House of Lords, from the chamber of commerce, of Edinburgh, the convention of royal boroughs in Scotland, and the town of Stirling, against the East India Monopoly; and, on the 9th of February, his lordship presented similar petitions from the merchants of Edinburgh, and the merchants and manufacturers of the town of Greenock.

On the 5th of February, Lord Grenville presented a similar petition from the corporation of Bristol, and another, signed by a great number of merchants of the same place; at which time, in answer to Lord Wellesley, the Earl of Buckinghamshire declared, "That ministers were desirous of bringing the subject before parliament at the earliest possible period." Mr. Canning has also presented a petition against the monopoly of the trade from Liverpool. This truly national subject has also been canvassed on both sides, in a very able manner, by two anonymous writers in *The* Times, Civis and Scotus; the former of whom pleads the cause of the East India Company, (January 19, and 28, and February 1,) and takes occasion to reply to the erroneous ideas which have been inserted in the *Edinburgh Review*. "The mercantile and manufacturing part of the community," says Civis, "would do well to consider, that authors being in their lofty and exalted stations, happily exempt from any losses by trade, are very apt to lead their sober brethren into most dangerous errors, by setting before them arguments of the most plausible sort, which a fertile intellect never fails to suggest, but which, when duly analysed, are generally found to contain a large proportion of miscalculation and erroneous reasoning. In this country, the term *Freedom of Trade* has become a kind of *watch-word*, and every man engaged in it, considers himself at perfect liberty to embark in whatever speculation his imagination may lay open to him, how little soever he may be able to calculate upon its result. To this there can be no reasonable objection, so long as this spirit confines itself within moderate bounds; but when, as in the case of the Indian Trade, it assumes a charac-

ter and complexion bordering on insanity, it is certainly full time for the legislature to interpose its authority." In the third letter, he says, "let it never be forgotten, that, in the business of human life, circumspection is never more required, than in our transactions with men of feeble minds; for in proportion as wisdom is wanting, so is illusion practised."

Four letters from Scotus, (Jan. 29, Feb. 2, 3, and 11,) are written with a degree of strength and elegance, that frequently remind the reader of the productions of the celebrated Vetus, which have appeared in the same paper. Speaking of the numerous petitions against the monopoly, he adds, "The first duty of the Company is then, to explain why, (as the directors insist) these petitions should contemptuously be rejected, before they can justify themselves for the illiberal abuse which has been bestowed on the nature of the petitions themselves, as well as on the measures of ministers; and before they can expect that the prayer of their own petition should be listened to by parliament.....But before the country at large will be convinced of the fallacy of opinions so generally prevalent, in regard to a free and unrestricted commerce with India; opinions, which are not the offspring off a day, but, which have progressively unfolded themselves, after years of diligent and attentive investigation; they must and ought to have the question discussed through all its bearings, before the great council of the nation."

His second letter thus concludes, "I have alluded to the frequent deviation from their original destination, to which the ships in the Company's service are liable in the course of a voyage, greatly to the detriment of their commanders; such as being ordered on expeditions before they have had an opportunity to dispose of, or, in some cases, even to land their investments; at other times, from being carried out of their track by the caprice, ignorance, or necessities of a commodore, or some ships of the fleet, which they are bound to accompany. They are also subject to many of the inconveniencies before stated, as experienced by the private merchant under the present system. The commanders of Indiamen, as merchants, must likewise expect sometimes to fail in their speculations, as well as other people; and they must, in common with the rest of the mercantile world, suffer from the general stagnation of commerce, which has so long existed throughout Europe. But their want of success is no proof of the impossibility of extending the trade to India, with benefit to the country at large. I do not deny that this meritorious body of men,—I mean the Company's MARINE OFFICERS—would suffer from the measure, and that, in a much greater degree, than any other dependents of the Company; *indeed, I know of none, who, if the proposed changes were adopted, would have a stronger claim to the consideration of parliament.*

"Born, for the most part, of respectable families, they have qualified themselves for the situation of commanders, at a very considerable expence, and often at the sacrifice of the best portion of their* lives and of their health: and their habits of life have rendered them unfit for any other occupation. By the trade, therefore, being opened to the public, they would,

* We have endeavoured to render our tribute of praise to the professional merits of this branch of the British navy, in our Lives of the honourable Captain Walpole, Sir N. Dance, and Captain James.

in a great measure, be deprived of the means of subsistence, by the loss of the exclusive privileges which they have hitherto possessed."

We have already extended this article so far, that we can only add, the following judicious remarks from Scotus's 3d letter, which are intimately connected with the leading object of our Chronicle.

"There is a subject which the Directors and their friends lay great stress on, *viz. the immense support which their marine establishment furnishes in seamen to government*: one gentleman affirming, that the number engaged in the Company's service, equals the annual wants of the whole British navy; thereby insinuating, that so many may be transferred from one service to the other. But no one, I should think, who has witnessed the manner in which East India ships are usually manned, can for a moment be imposed on by so exaggerated a statement. If each ship carry, as he estimates, one hundred men a fourth of the number may be tolerably good seamen; but the other three parts are generally such as no British man of war would be disposed to impress, consisting of foreigners, discharged invalids, and landsmen. But allowing, for the argument's sake, the fact to be as stated, I would ask this gentleman, if this trade were thrown open, whether, by the additional quantity of shipping which would embark in the trade, there would not be a much greater number of seamen employed, of a much better description; and consequently, whether the navy would not derive a proportionate benefit? And as to the argument of the India ships being a nursery for seamen; I should think it would have little weight with seafaring people; as they are generally of opinion, that it is the worst in England: indeed, it cannot be otherwise, as long as the present system of manning those ships be persevered in."

We have been induced to bring this maritime discussion before our readers, since many naval officers, who are afloat, might not otherwise be able to know how far the public attention had been directed towards it. We wish that some of the most experienced of our readers, would favour us and the public, with their ideas; since professional men in the King's service, are the best judges, how far the abolition of the East India Company's monopoly, would injure the strength and solidity of our wooden walls. We cannot, however, conclude, without expressing our regret at seeing the flippant and jocose manner, in which some of the members of the common council, and the India House, have treated this important business in their debates: Mr. Griffiths, in support of the resolutions, respecting a renewal of the East India Charter, which were brought forward on the 23d of Jan. observed, "That the late Lord Melville was as far above the present ministry, in the knowledge of East India affairs, as St. Paul's was above a hog-stye." And even Mr. Bosanquet did not consider it as beneath the dignity of his character, thus to conclude his remarks at the East India House on Tuesday, January 26th, when he terminated a speech of some length, with the following verses, which in his opinion were very applicable to the present case.

"Humpty dumpty sat on a wall,
Humpty dumpty had a great fall;
All the king's horses, and all the king's men,
Could not place humpty dumpty, on his legs again."

Marine Law.

ADMIRALTY SESSIONS.

OLD BAILEY, DECEMBER 16, 1812.

(Continued from page 73.)

JAMES NEDIN (examined by Mr. Dampier) was the first witness on the defence. He was one of the servants of the Marquis of Sligo; sailed with him from England, and was at Malta in 1810. Was directed to procure men for the Pylades: his instructions were, to get as many Englishmen and Americans as he could; but the Marquis particularly told him, not to take any king's men, or men-of-war's men, if he could find it out; and to ask them whether they were king's men or not. He was to give 18 or 19 dollars a month; he believed 18—the usual rate of merchantmen's wages for sailors at Malta. Q. Did you procure those English and American sailors that were on board the Pylades? A. I did procure most of them. Witness particularly made the inquiries directed. Q. Did you hear from any of them, from those inquiries, that they were men-of-war's men? A. I did not, Sir; but I hired two belonging to Captain Spranger, and kept them secreted in his lordship's house, unknown to the Marquis of Sligo, and afterwards, by his directions, I gave them money to join their ship. Q. Was it by his lordship's directions, that you gave them money? A. No; I did not receive them directly from him: I gave him information of it, and he sent his lieutenant, Mr. Batho, to give me the directions. Q. Was this before the Pylades sailed? A. Yes, a few days before; I think it was a week before; it was the Sunday before, and she sailed on a Sunday night. Q. Then you hired these men, not knowing them to be king's men? A. Yes, Sir. Q. You afterwards found them out to be so? A. Yes, Sir; then I found them out to be two of Captain Spranger's men; I spoke to his lordship of it, and he spoke to Mr. Batho, and begged him to adopt means to get them to join their own ship, and Mr. Batho accordingly gave the money. Q. Did you hire any other men, that you suspected to be of such a description? A. No, I did not, Sir. Q. Pray, do you remember hiring a man of the name of Cooke? A. I remember him perfectly well; I saw him in Malta, and I asked him what ship he belonged to: he said he was the foremast man of the Maltese privateer. Q. In the end did you hire him? A. I did not; I was begging him to come with me, and at last he told me, he was belonging to a man of war; it was then late in the evening, I bade him good night, and I never saw him more, till I saw him on board the Pylades brig the Monday following. Q. Upon the day on which you sailed, the 13th of May, were you in or near any wine-house at Malta? A. I was in a great many of them, as there are a great many upon the streets there. Q. Did you see any sailors that day? A. No, I did not see any in the course of the day, but in the evening. Q. Did you see any of those sailors whom you say you hired? A. I saw one of the name of Loveit, and another of the name of

———, and I hired them, and took them on board. Q. How many went on board on that day? A. I took these two, and then I met three more, who were George, Wright, and Smith, whose name I believe is Sullivan, but he said his name was Smith: they wished to engage with me, but I was doubtful whether they were men-of-war's men; I asked them, and they said not, but I still suspected, and when I was in the street, I met them, they said they were not men-of-war's men, and they turned with me again. I also met Eldon; I think I have made a mistake, it was Eldon, and not Smith, nor Sullivan; but when I returned in the evening, I met Smith, and he told me he was a man-of-war's man, but had been discharged on account of losing an eye; and he shewed me that he had but one at the time. Q. Afterwards, did you go on board with this man, who called himself Smith? A. I engaged him, and went on board with him. Q. What were the names of those two comrades he had with him? A. I don't recollect, witness accompanied them on board. Q. What state were they in on board? A. I did not see one man who was so intoxicated as not to know what he was doing: they were exceedingly anxious to come with me. Q. Were you along-side with them, when they came on board? A. I was, Sir. Q. How did they get up the side of the ship? A. They took hold of the side-ropes, and went up immediately. Q. Did they get up of themselves, or had they any assistance further than the side-ropes? A. No more assistance than that, Sir. Q. Have you any reason to believe, from what you saw or observed, that Lord Sligo had any knowledge when they came on board, that they were men-of-war's men? A. I am perfectly satisfied, that he never had such an idea in his head. In the course of the voyage, these men always had money in advance, from time to time: at the different ports, they always had liberty to go on shore; when the Pylades was at Palermo, the Canopus and Cumberland, 74-gun ships, were there; remembered the people from the Active coming and searching the Pylades. Q. Do you know by whom, or how, that place was made, where those men were concealed? A. I heard the men talking of it, and knew from that when the men were making this place. Q. When was that? A. As soon as they left Palermo. Q. Did you then, by any of their conversation, make any discovery, as to their making this place, and their object in doing so? A. No, they were always denying it till the Active came, and I always had suspicion. Q. Were you upon deck when the Active's men came in their boat? A. I was. Q. Were the men ordered, or did they go down upon their own accord? A. I heard no orders, Sir; I saw every man quit the deck but Smith, and he said he did not care for any man of war in the navy; he had been discharged from the navy on account of losing his eye, and he would be damned if he would do it (i. e. go below). Q. You say no man was ordered down? A. No man whatever; I asked Smith why he did not go down, and then he went down. Q. How came he to go down? A. He took it into his own head to do so; but I did not hear any orders given. Witness remembered the men having leave to go on shore at Patmos; believed they were on shore every day; saw them on shore the morning of the day on which the vessel sailed; witness, with his fellow-servant, went on board about

three or four o'clock in the afternoon; Lord Sligo was then on board. Q. Did you know that the brig was going to sail that day? A. I did. Q. Did you know it in the morning? A. I did. Q. When you saw the men? A. I did. Q. Did you tell them that the ship was to sail that day? A. I did tell Smith that. Q. Do you know whether Smith told any of the others, who were there, or did you tell any of the others? A. There were three or four of the others there. Q. Did you know of your own knowledge, that any one was sent to bring them back? A. Yes, an Italian man was sent; I was on board the brig when he went, and when he returned; he went up to the town to seek for the men when we servants came on board, and then he came back, and said they refused to come. Q. Were there any signals made? A. I know the blue Peter was hoisted, and I know not how many guns were fired; I think there were three, but I am not certain. Q. Were there any signals made, except hoisting the blue Peter, and firing these guns? A. There was a signal as to the sails, but which I did not understand. Q. Did she stand off and on for any time? A. Yes, till quite late in the evening. Q. Did the brig at last sail without them? A. She did, but we were beating about all night; we had a foul wind all night. Q. When you got to Scio, do you remember a boat coming off? A. Yes, I do. Q. Was the English consul on board that boat, and any of the men that were left? A. Yes, he was, and also the men. Q. Did the Marquis admit any of these men on board? A. Yes, he did. Q. How many? A. Four. Q. Did he refuse to admit the others? A. Yes, he did. Q. Was that refusal communicated to the others? A. It was communicated, that they had behaved very ill, and refused to come off at Patmos: his lordship communicated this to the consul, and the mate hailed them and communicated it to them, and I heard his lordship himself desire them to keep off, and not come nigh. Q. Was it by a speaking trumpet? A. No, I never saw Lord Sligo have one. To the best of his knowledge, witness did not see any speaking trumpet used. Was at such a distance, and the weather was such, that he could hear what came from the boat, and those in the boat could hear what was hailed to them from the brig, without a speaking trumpet. Heard the men speaking to their comrades, as to where their things were, and desiring them to throw them into the boat. They had their clothes given them, and seven days provisions allowed them, with so many days wages. Q. Had these people conducted themselves orderly and quietly when on board the brig? A. They were several times quarrelling one amongst the other.

This witness was cross-examined, at great length, by the Attorney General, but without any impeachment of his testimony. He stated, that if he had wished to take king's men, he could have had 500 without any trouble at all. His concealment of the men amounted only to letting them have a bed in Lord Sligo's house. They were not at home to be concealed, nor was there any person to watch them. He was not sure whether it was known, that they were men-of-war's men, when the officers of the Active came to search. He only began to suspect it when they came off Messina. One of the men from the Sheerwater, having denied

being a man-of-war's man, then confest it. He never heard the men express a desire to return to their ships.

John Mowbray, another servant of the Marquis, was next sworn, and examined by Mr. Scarlet. He first suspected that some of the men were men-of-war's men, when they were overhauled by the frigate, because they went to hide themselves. There was some quarrel amongst the men at Messina, but witness was then on shore. Cross-examined by Mr. Jervis—Q. Do you mean to say, there were no men concealed there (at Lord Sligo's house, at Malta) at all? A. No; none concealed; I saw two men come along with my fellow-servant; but they did not sit in a private room, but remained with me and him, and the other servant, Patrick Walsh; they afterwards turned out to be the Warrior's men. Witness did not think Lord Sligo saw the men making the stow-hole; thought the men might have made it without his lordship's seeing it.

Patrick Walsh, another of the Marquis of Sligo's servants, was next sworn, and examined by Mr. Dauncey. The crew had liberty to go on shore at the different places they came to. If they had wished to leave the ship, they had opportunities of doing so at every port they entered. There was a disturbance amongst them at Messina. Q. Do you remember afterwards the men being upon deck, and Lord Sligo asking them, who would stay or go away? A. Yes, sir, they all said they would stay, and only one went away, and that one was Lee, who was discharged. Fourteen was the number of the men who went on shore. (Here the evidence of this witness precisely corresponded with that of James Nedin, as to the signals that were made to them to come on board, their coming off with the British Counsel from Scio, &c.) Cross examined by Mr. Peake. Witness thought the men were quite sober, when they came on board with Nedin, at Malta. They began to work the ship as soon as they came on board.

William Shea, a pensioner of Greenwich Hospital, was next sworn, and examined by Mr. Dauncey. He was shipped as a sail-maker on board the Pylades, at Malta, in May 1810. Witness was not a man-of-war's man. The first question Lord Sligo asked him, was, whether he could protect himself; and he produced his invalid's ticket. Did not consider the men who came on board with Nedin to be drunk; they went about their duty regularly. When the men's names were called over, the Englishmen went to one side of the ship, and the Italians remained on the other; afterwards the Englishmen were sent aft, by his lordship's orders. Q. What did his lordship say, as to giving in your names? A. He said, "come aft now, men, and give me in your names, that I may watch you;" those were the very words. Q. Did the men give in their names readily and immediately? A. Yes, as readily as ever I drank a glass of grog off in my life. Q. Did Lord Sligo say any thing about their giving in wrong names? A. Not to my recollection. Witness did not know at that time, that any of these men were men-of-war's men: did not know it, till they passed the island of Cerigo. Q. Do you remember any disturbance at Messina? A. I remember them knocking up a row at Messina; I know that there was a very alarming row on board. Q. What was then the conduct of his lordship?

A. His lordship then asked all the men upon deck, and said that "those who choose may go away; I don't want you to refund your wages back;" they having got two months' wages in advance. Witness did not hear any orders given to go below, when the search was made by the Active. Was one of the men who were on shore at Patmos. Q. What was the reason you stayed so long on shore? A. I got drunk. Q. You went with the rest of them afterwards to Scio, to join the ship? A. Yes, Sir. Q. You were taken on board? A. Yes, Sir. Q. Was any reason assigned? A. No reason farther than that his lordship considered me not a quarrelsome abusive man, like the rest of them. Q. Was the boat near enough for you to hear persons speaking from the vessel? A. Yes, Sir, it was so near that I could chuck a biscuit on board. Q. They asked for their clothes? A. Yes, and their clothes were sent to the boat agreeably to their directions, their shipmates having searched for every article they could find. Q. Did Lord Sligo say any thing to them in the boat? A. I heard him say, "Keep off!" and I heard some of them say, "I hope you will accept me on board, my lord;" and he still said, "Keep off!" Upon farther consideration, he sent a boat for the doctor, the carpenter, and me, out of the other boat, but I don't recollect the fourth person.

John Lewellen, Captain of the Pylades sworn, and examined by Mr. Dauncey. Recollected the men coming on board with Nedin. They had been drinking, but were by no means ignorant of what they were doing. They were able very nimbly to jump up on deck from the boat, and employed themselves immediately in the busines of the vessel. At Palermo, the men had opportunities of leaving the Pylades, if they had chosen. This witness, corroborated the statement of the quarrel at Messina, of the option subsequently given to the men to leave the ship or stay, and of the signals that were made from the island of Patmos. The blue Peter was hoisted, and guns were fired with a double load of 18 pounders, and they might have heard it in any part of the island, but it had no effect. There was a man came with a message from the people on shore, which he delivered to the Italian mate. He said, the sailors would not come; and upon that his lordship got under weigh. His lordship's reasons for not receiving the men on board, when they came off from Scio, were, because they would not come on board at Patmos, and because they had behaved very improperly before.—Recollected the boat of the Active coming to search for men. The men went down and hid themselves. There were no orders given. Witness must have heard them had there been any. Witness had been examined on the trial of Eldon and the other prisoners, by a court martial, at Port Mahon, in February, 1811. Q. (By Mr. Dauncey) Do you recollect what those prisoners said and did, when the Active's boat was coming to board? A. No, I don't remember what they either said or did; I remember them coming up to Lord Sligo, and talking to his lordship, and he requested that they would go down. Q. After they had talked, and said something to his lordship, then he desired they would go down? A. Yes, Sir. Q. What was the reason for their going down? A. I believe that the reason of their going down was, that they had represented to his lordship, that they would be unsafe, if they remained on deck.

The evidence for the defence having been closed, Dr. Robinson replied, on the part of the prosecution; after which Lord Ellenborough recapitulated the evidence to the jury; who, after a short consultation in the box, found his lordship *guilty* of all the counts in the indictment, except one for false imprisonment.

Sir William Scott then ordered, that his lordship should enter into recognizance, to appear to-morrow to receive judgment.

December 17.—The Marquis of Sligo appeared in court to receive sentence; previously to the passing of which, the following affidavit was put in and read:—

(COPY.)

"The most honourable Howe Peter, Marquis of Sligo, makes oath and says, That, on the day, and particularly in the evening, of his sailing from Malta in the Pylades, he was so much occupied in making preparations for his voyage, and getting on board various necessary articles, that he was under the necessity of leaving, and did leave, entirely to his servants, the business of engaging seamen, and that with the exception of the seaman called Cooke, who voluntarily came on board the vessel on that day, and remained there, he had no opportunity of seeing by day-light, and did not see by day-light, any of the sailors who came on board that evening; and that the only intercourse he had with them was, hastily to put down their names by candle-light, whilst the brig was under way. And this deponent most solemnly on his oath declares, that he had no knowledge whatever at that time, that any of the men on board the brig had deserted from the Warrior; but he admits that both on that evening, and more particularly on the following day, when he had the opportunity of seeing them, he certainly did suspect some of them were deserters from the king's service. And this deponent is fully sensible that it was his duty to have returned to Malta, and to have parted with such of the men as really were deserters, and deeply laments that he suffered himself to be misled by a mistaken and indiscreet view of his own situation and duty in not taking that course. But this deponent further makes oath, that he did not ascertain the number of such men, until about the time that the vessel was searched by the officers of the Active frigate; and, however appearances may be against him upon that subject, yet, as it is best known to his own conscience, so he is most desirous of asserting upon his solemn oath, that it was not until that period that he knew, nor did he ever suspect, before his arrival at Messina, that he had any men from the Warrior on board his vessel; and though this deponent has no doubt that Captain Spranger may suppose him to have known the persons of the deserters from the Warrior, yet he most solemnly declares that he had no such knowledge, either from his recollection of the persons, or from the descriptions Captain Spranger had sent him; and he further says, as a proof,

that it was his desire not to take men from the Warrior that some days before he sailed, having been informed by his servant, that two men, who had engaged with him, were discovered to be deserters from the ship, he immediately gave orders that they should be dismissed, and desired to return to their ships, and upon their promise so to do, he did not mention the circumstances to Captain Spranger. And this deponent further saith, that he is deeply sensible of the error and folly of his conduct in concealing the men, and has no other excuse to offer than his own rashness, indiscretion, and mistaken feelings; but he is most anxious to impress upon the court, that the circumstance of having left fourteen men at Patmos, had no connexion whatever, in his mind, with the offence of which he was guilty; and he begs leave to refer the court to that part of the evidence, by which it appears, that but five or six of that number were men-of-war's men, out of which, he received one back at Scio. And this deponent further saith, that he had no design whatever to leave any of the men, having used all the means in his power to get them on board, and not having sailed until he received a message from them, that they were determined not to return; from which circumstance he took it for granted they had not spent all their money: but this deponent admits that he resented their conduct on leaving the vessel, and was, therefore, as well, as on account of their former misconduct, unwilling to receive them back. And this deponent further saith, that the letter written by him to Captain Spranger, was never intended by him to be made public; and, therefore, he hopes that this court will not deem him capable of deliberately using such expressions as are therein contained respecting his offence and his punishment, from any want of respect to the laws of his country, to which he has ever been most ready and anxious to make any atonement in his power, that could prove his contrition and remorse for ever having offended against them.

(Signed)

Sworn in Court, at Justice Hall in the Old Bailey, the 17th of December, 1812.

By the Court.

Sir William Scott, after some admonitory remarks, then passed the sentence of the Court; which was, that his lordship should pay to the King, a fine of 5000*l.* and be imprisoned four months in Newgate.

NAVAL HISTORY OF THE PRESENT YEAR, 1813.

(January—February.)

RETROSPECTIVE AND MISCELLANEOUS.

ON the 18th of February, the whole of the correspondence between the British and American governments having been laid before Parliament, an address was unanimously agreed to, in each house, to support the Prince Regent, in his prosecution of the war against America. The opposition censured ministers for the conduct of the war; but, for the most part, agreed in the justness of its principle.

The *Moniteur* of the 9th of February, contains a very voluminous report addressed to Buonaparte by the council for naval constructions; in which it tells him, that the attention which he has paid to naval constructions, has given an activity and extent to them, of which no reign can furnish an example; and that the rapidity with which his naval forces encrease in his arsenals, may give an idea how dreadful they will become, to the enemy of the repose of France, and must prove to him that the balance of the ocean's empire is ready to be placed in equilibrium.

In the Brazen, Captain Stirling, which arrived at Portsmouth, on the 9th of February, Capt. Sir James Lucas Yeo, of H. M.'s late ship Southampton, came home passenger. The Southampton having captured the United States brig Vixen, of fourteen guns, and one hundred and thirty men, was on her passage with her prize to Jamaica, and going through the Crooked Island Passage, on the night of the 27th of November, they both ran on a reef of rock, which extends eight or nine miles from one of the points of Conception Island. The Southampton bilged soon after she struck; her prize was under water in a few hours. The crews were all saved. The reef was not known to the Bahama pilots, one of the best of whom was on board the Southampton.—A court martial was held on the 13th of February to try Sir James Yeo, for the loss of his ship; when the court agreed, that the loss of the Southampton was caused by a strong westerly current driving her on a reef near the Isle of Conception, not laid down in the charts, and very imperfectly known; and that no blame was imputable to Sir James Yeo, his officers and ship's company, for their conduct, and did adjudge them to be acquitted.

Letters received from officers of H.M.'s late ship Macedonian, dated New London, Long Island, Jan. 6, 1813, speak in terms of gratitude and admiration, of the humane, generous, and noble conduct of their enemy, Commodore Decatur, who, with the officers of the United States, had treated the remaining crew of the Macedonian with the utmost kindness and attention. He had given up all the officers' private property taken in the ship, extending this generosity to even a quantity of wine, which they had purchased at Madeira for their friends in England. They were in daily expectation of being sent in a cartel to Bermuda.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, FEBRUARY 6, 1813.

ADMIRAL Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Captain Christian, of H. M's. ship the Iris, giving an account of his having captured, after a chase of thirty hours, the American ship letter of marque, Union, of three hundred and eighty tons, twelve guns, and fifty-three men.

FEBRUARY 9.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Scriven, commanding H. M's. schooner the Arrow, giving an account of his having, on the 30th of last month, successfully attacked a French coasting convoy near Noirmoustier, of which he captured and brought out seven vessels, and ran three on shore, where they bilged.

Extract of a Letter from Captain Alexander, of H. M. S. Colossus, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

H. M. S. Colossus, at Sea, Jan. 19, 1813.

We this day captured the American ship Print, of two hundred and fifteen tons, from Boston bound to Bayonne; manned with thirteen men, mounting two guns.

Copy of a Letter from Captain Mounsey, of H. M. S. Furieuse, addressed to Captain Sir Robert Laurie, of the Ajax, and transmitted by Vice-Admiral Sir Edward Pellew to John Wilson Croker, Esq.

H. M. S. Furieuse, Palermo Bay, November 29, 1812.

SIR,

I beg leave to acquaint you, that, on the 9th inst. Veutiliceo bearing N. N. W. after a chase of two hours, I captured the Nebrophonus, French privateer, of four guns and fifty-four men, out of Naples thirty-four days, and had not made any capture. She was chased the day before by H. M's. ships Imperieuse and Unité, the latter ship in sight at the capture.

I have the honour to be, &c.

WILLIAM MOUNSEY, Capt.

Copy of a Letter from Captain Crawford, of H. M. S. Modeste, to John Wilson Croker, Esq. dated at Spithead, the 7th inst.

SIR,

I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that, on Saturday morning last, off Scilly, a large French schooner privateer was forced to leeward on the Modeste, by being chased by H. M's. sloop Wasp, and I am glad to say the Modeste captured her. The privateer, so confident of her superior sailing, would not bring to, until her rigging and sails were much damaged by the shot of the Modeste, and three of her men wounded. I am happy in making this capture, as she is a remarkably fine vessel, has run two years, and has done much mischief to our trade; her name is Le Furet, of St. Maloe's, commanded by Louis Marancourt, one hundred and seventy tons, fourteen guns, and had on board ninety-eight men; she had left Abrevral the day before, and had not made any capture.

I am, &c.

J. C. CRAWFORD, Captain.

Promotions and Appointments.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to nominate and appoint the Honourable George Cranfield Berkeley, admiral of the blue, to be an extra-Knight of the Most Honourable Order of the Bath.—*Gaz.* Feb. 2.

Admirals and Captains appointed.

Rear-admiral Sir Richard Keats, Bart. and K.B. to be commander-in-chief at Newfoundland.

Rear-admiral J Ferrier has shifted his flag into the Scarborough.

Captains.—Sir Home Popham, to the Stirling Castle, and to carry the Earl of Moira and suite to India; F. Stanfell, to the Cossack; Robert Jackson, to the Queen Charlotte; J. B. Sullivan, to the Woolwich; Hon. Fred. W. Aylmer, to the Leonidas; Lucius Curtis, to the Madagascar; T. F. C. Mainwaring, to the Edinburgh; J. Gourly, to the impress service, Aberdeen; J. Coutts Crawford, to the Modeste; John Hayes, to the Majestic; Augustus Brine, to the Bellerophon; C. Gill, to the Wasp (American sloop, commissioned by Sir John Warren as a port ship); J. Thompson, posted into the St. Domingo; Edward Henry A'Court, to the Perseus; W. H. Gage, to the Indus; J. Halsted, to the Scarborough; Sir E. T. Trowbridge, Bart. to the Armide; Hon. George Elliott, to the Hussar; J. Eyles, to the Queen Charlotte yacht; David Milne, to the Venerable; W. Cuming to the Royal George.

Commissioner Shields, from the Cape of Good Hope, to the Navy Board, *vice* Schomberg, deceased; Commissioner Dundas, from Bombay, succeeds Commissioner Shields, at the Cape; and Captain Johnstone, late of the Powerful, succeeds as commissioner at Bombay.

Major Williams, commanding the division of royal marines lately in Spain, is promoted to the rank of colonel in the army.

Lieutenants, &c. appointed.

Henry Harris and A. Davies, to the Hamadryad; Henry Hiatt, to the Conquistador; H. J. Hall, to the Albacore; E. B Hicks, to the Electra; P. Horn, to the Princess Caroline; G. P. Hames, to the Royal Oak; Francis Jackson, to the Woolwich; William Jones (2), to the Stork; William Lowcay, to the Gladiator; Thomas Levell, to the Fervent; Richard Langdon, to the Helena; Robert Lothian, Thomas Phipps, K. Nazer, J. G. Maude, and A. Luckraft, to the Scarborough; J. M'Candlish, J. Graves, and N. Martin, to the Stirling Castle; Thomas Marshall, to the Niobe; S. Marshall, to the Diadem; James Murray, to the Forrester; Charles Maitland, to the Alexandria; John A. Moore, to the Perseus; John George Max, C. Croudy, C. Cumby, and B. Molesworth, to the Bellerophon; Henry Nason and T. Bevan, to the Venerable; C. R. Norman, to the Rota; Dowell O'Reilly, to the Surveillante; John Prime, to the Leonidas; W. E. Parry, to La Hogue; Charles Parker, to the Cadmus; Richard Pittman, to the Vigo; J. Bowie, to the Revenge; R. Connor, J. Dalgleish, J. C. Simmonds, and H. C. Mercer, to the Queen Charlotte; R. Crossman, to the impress service at Torpoint, Devon; J. G. Cock, to the impress service at Aberdeen; J. Duncan, to the Neptune tender; N. J. France, to the impress service at North Shields; E. W. Gilbert, to the Doris; Samuel Hoskins, to the San Juan; H. Maingy, to the Fylla;

—— Price, to the Vengeur; H. Patton, and D. Eritie, to the San Josef; J. Pittman, to be flag lieutenant to Admiral Ferrier, in the Scarborough; F. Reid, to the Woodlark; J. Reynolds, to the Doris; Sir William Burnaby, Bart. to the Junon; G. S. Burnett, to the Indefatigable; E. Bingham, to the Apollo; Richard Bastard, to the Freya; J. G. Budd, to the Imperieuse; Thomas Cull, to the Lynx; George Drew, to the Royal Sovereign; George Dougall, to the Espiegle; R. Edwards (2), to the Tenedos; William Everard, to the Clorinde; Thomas Fowle, to the Namur; Thomas Favell, to the Epervier; Henry Gibbs, to the Duncan; G. B. Hutchings, to the Sybille; Robert Hunter, to the Resistance; H. B. Richards, to the Leveret; G. F. Ryves, to the Pomone; B. R. Robertson, to the Rhin; William Rochfort, to the Nymphe; Henry Rice, to the Vengeur; C. Radcliffe, to the Dædalus; James Smith (3), to the Duncan; W. D. Shepherd, to the Armide; R. Saumarez, to the Bacchante; James Shrapnel, to the Queen; George Sprent, to the Forrester; S. J. Spargo, to the Rolla; George Sullock, to the Centaur; T. Style, pendant lieutenant to Commodore Hotham; W. A. Thompson, to the Crescent; George Tupman, to the Seahorse; Bevis Thelwall, to the Clarence; R. G. Vallack, to the Ætna; James F. Warren and William Wimper, to the Queen; Thomas Prickett, flag lieutenant to Admiral Sawyer, to the rank of commander; F. E. Lock and J. G. Parr, to the rank of commander; G. R. Pechel, to the rank of commander, and to the Cokbri; ——— Mitchell, to the rank of commander, and to the Frolic; and Dennis O'Brien, of the Bacchante, to the rank of commander.*

Rev. Samuel Cole, to be chaplain of the Royal Hospital, at Haslar, *vice* Dr. Lloyd, superseded.

Pursers.—J. Armstrong, to the Plover sloop; J. Phelan, to the Braakel; John M'Arthur, to the Indefatigable; Alexander Rench, to the Conflict.

Masters.—T. Gwyther, to the Bustard: J. Tomlin, to the Perseus; H. Smartley, to the Indus; D. Goelan, to the Epervier; J. Acott, to the Plantagenet; W. Curtis, to the Raleigh; Charles Neil, to the Jason; J. Willins, to the Cruizer; M. Curran, to the Devastation; W. Smith, to the Cheerful; J. W. Trotter, to the Venerable; W. Jackson, to the Ætna; J. Darg, to the Hotspur; E. Sabben, to the Saisette; J. M'Feeto the Fylla; J. Noble, to the Stirling Castle; J. Dillon, to the Porcupine; R. Millions, to the Scarborough; T. Henderson, to the Bellerophon; C. Warren, to the Cygnet; D. M'Donald, to the Royal Sovereign; W. Miller, to the Orestes; J. Childs, to the Armide; J. Airey, to the Crescent.

A List of Midshipmen who have passed for Lieutenants in February.

Sheerness.—G. Howes, Ch. Knight, J. Hains, D. Canty, C. Robinson.

Portsmouth.—A Leslie, A. Grose, J. Short, T. Gray, R. Gilpin, J. Newson, D. Wingfield, J. B. Shaw.

Plymouth.—J. Vallack, R. Thorley, J. Cookney, G. Tyler, R. Ross.

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* The last-mentioned officer is the author of the interesting narrative, published in the NAVAL CHRONICLE, under the title of "NAVAL BULLETINS." He was promoted to the rank of commander, in consequence of Captain Hoste's *Letter on Service*, N. C. XXIX. 83.

Surgeons, &c. appointed.

John Briggs, to the Veteran; J. B. Shepherd, to the Russian convalescent ship; Charles Osborne, to the Cherokee; George Towers, to the Fyen P.S.; William Boyd (1), to the Gorgon H.S.; John Howe, to the Apelles; H. J. Williams, to the Woolwich; John Gray (1), to the Majestic; Michael M'Creery, to the Persian; Robert Johnstone, to the Ville de Paris; James Hall, to the Jason; Alexander Dewar, to the Queen Charlotte; Edward Tudor, to the San Josef; Thomas Simpson, to the Barham; James Graham, to the Stirling Castle; R. Mason, to the Loire; E. H. Brien, to the Indus; J. C. Hyde, to the Perseus; William M'Donald, to attend the sick of the Russian fleet; John Gough, to the Doris; John Irvine (1), to the Veteran.

Appointments in India.—Mr. John Tweedale, surgeon of the Owen Glendower, to be dispenser of the Naval Hospital at Madras, *vice* Happer, deceased; James Cochrane, to the Owen Glendower; Robert Bower, to the Clorinde; William Bland, to be assistant-surgeon of the Hesper; C. E. Bacon, to the Illustrious; William Buchanan, assistant-surgeon to the Arrogant; J. O. Martin, to the Modeste.

Assistant-Surgeons, &c. appointed.

A. M'Robert, to attend the sick of the Russian Fleet; John Beckett, to the Zealous; James Scott, as a supernumerary to the Mediterranean; James Farrell, to the Furious G.B.; Matthew Burnside, to the Monmouth; Gilbert King, supernumerary to the Jamaica station; Joseph Gray, to the Centaur; William Garland, to the Sealark; Abraham Warner, John Wallace, and Stephen Ralph, to the Queen Charlotte; Peter Reid, to the Ranger; William Sinclair, to the Alphea; Robert Cumming, to the Queen; William Bell, to the Chichester; Robert M'Dowall, to be a supernumerary on the Halifax station; Archibald Campbell, and William Connor, to the Ville de Paris; Charles Kennedy, to be an hospital mate at Forton; John London, to the Stirling Castle; Alexander Collie, to the Doris; James M'Intyre, to the San Josef; John Goughean, to the Perseus.

BIRTH.

Feb. 3, in Great Ormond-street, Queen-square, the lady of Sir William George Parker, Bart. R.N. of a son.

MARRIAGES.

Jan. 11, Lieutenant Moffatt, of H.M.S. Bulwark, to Miss Long, only daughter of the late Mr. Long, R.N. superintending master at Portsmouth.

Jan. 18, at Hatherleigh, Lieutenant S. Marshall, R.N. to Mary-Ann, only daughter of Mr. King, of the above place.

Feb. 2, at Chelsea, Lord Viscount Neville, R.N. to Miss Mary-Ann Bruce Elcock, of Sloane-street.

Feb. 4, William Wright, Esq. R.N. to Theophila, youngest daughter of the Rev. J. Hall, of Chewmagne.

Feb. 9, at St. Paul's, Deptford, T. B. Oldfield, Esq. of Peckham Lodge, Surrey, to Emma, eldest daughter of Captain William Young, R.N. Deptford.

Feb. 15, at St. Margaret's Church, Westminster, Lieut. J. J. Arrow, R.N. to Miss Kew, of New Palace-yard.

OBITUARY.

June 18, 1812, at Bombay, J. Bartholomew Dinan, Esq. surgeon of H.M.S. Hussar.

June 20, at Madras, Mr. Samuel Happer, dispenser of the naval hospital at that Presidency.

Sept. 22, in an attack on a squadron of the enemy's gun-boats, &c. in the Adriatic, Lieutenant Augustus Cannon, of H.M.S. Eagle.

Nov. 9, in the Mediterranean, on board H.M.S. Milford, in consequence of a wound received that day, while reconnoitring a strange vessel, in his 23d year, Mr. Othuel Mawdesley, second lieutenant of that ship, a native of Chester, and second son of the Rev. Thomas Mawdesley.

Lately, at Jamaica, George Maude, Esq. agent of the Naval Hospital at that place.

Mr. Donald Grant Mackenzie, R.N.

Dec. 18, at Peckham, Surrey, Captain Edward Marsh, R.N. in the 56th year of his age. He was made a post-captain in the year 1797.

In the Mediterranean, Mr. William Arthur, purser of H.M.S. Armada.

Miss Laugharne, daughter of the late Captain Thomas Laugharne, R.N. and niece of Rear-admiral Laugharne, commanding at Malta.

Mr. F. Le Cam, pilot of H.M.S. Boyne.

Mr. Burne, purser of H.M.S. Cyane, of the yellow fever.

At Evesham, aged 84, W. Burges, Esq. late captain R.M.

Jan. 20, at his house in Cadogan-place, London, Isaac Schomberg, Esq. captain R.N. and one of the commissioners of the Navy Board. He was brother of the late Sir Isaac Schomberg, and uncle to Captain Alexander Schomberg, of H.M.S. York, and Captain Charles Schomberg, of the Astrea. He was made post on the 22d of November 1790; and he commanded H.M.S. Culloden in the action of the 1st of June 1794.—As first lieutenant of Captain (now Admiral) Cornwallis's ship, he shared in the danger and the glory of Rodney's 12th of April; and had his proportion of the well and hard-earned praise conveyed in the expression of the gallant De Grasse, after his capture, "that he had suffered more from that little black-sided ship (the Lion, of 64 guns, commanded by Captain Cornwallis), than from any during the engagement. He next commanded a frigate in the East Indies (during the peace which commenced in 1783), where he risked and lost all that, under the circumstances, he could put in hazard—his health. The effects of a liver complaint contracted on that service, were felt during the remainder of his life. Soon after the commencement of the present war, he was appointed to the command of the sea fencibles at Hastings; and, though with a large family, and a very limited income, had the fair and honourable merit of being the *first* to report that the establishment, over a part of which he presided, and by the emoluments of which he was in a great measure supported, was an useless and unnecessary burden to the country. Lord Mulgrave, then first lord of the Admiralty, felt the value of the suggestion, and the merit of such a sacrifice of all personal considerations to a sense of duty; and unsolicited, on the first vacancy, appointed Capt. S. deputy comptroller of the navy. It was soon found that, by this appointment, a meritorious officer had been superseded, and Capt.

S. instantly gave up a post, which he could not have held without wounding the feelings of the present possessor, and was appointed to the vacancy occasioned at the Navy Board by Sir F. Hartwell's nomination to the office of deputy comptroller of the navy. Captain Schomberg's services since he took his seat at the Navy Board, have been constant and useful, though, from their nature, not conspicuous or splendid; and to his unremitting attention to his office, much of his last fatal illness must be attributed. Mild and unassuming in his manners; firm and honourable in his mind, he sacrificed every thing to a high sense of duty. England was his first—and a just opinion of its value made his own profession and its members, its honour, and their welfare, his second object. —Captain Schomberg was the compiler of a very useful work, entitled, *The Naval Chronology*.

Jan. 21, at his seat, Newfield, near Newcastle-under-Lyne, of gout in the stomach, aged 83, Smith Child, Esq. admiral of the blue.—He entered the service in 1747, as the disciple of his countryman, Lord Anson, and served at the sieges of Louisbourg and Pondicherry.—He commanded the Europe in the two actions off the Chesapeak, in 1781, with such credit as enabled him to obtain preferment for many of the officers of that ship: but lost his eldest son in the unfortunate Ville de Paris the year following.—In 1795, he took command of the Commerce de Marseilles, of 120 guns, and arrived at his flag in February 1799.—The admiral was, during great part of his life, in the commission of the peace for Staffordshire, a deputy lieutenant of that county, and was most eminently and extensively beloved and revered.

Jan. 23, at Newport, Isle of Wight, Mr. John Cottrell, late of H.M.S. Galatea. In testimony of their esteem, and as a last tribute of regard, the officers of that ship have caused a stone to be erected to his memory.

Jan. 27, Mrs. Younghusband, wife of Captain Younghusband, R.N.

Feb. 1, at Weybridge, Surrey, Fanny-Sophia, wife of Captain Prevost, R.N.

Feb. 4, at Chatham, in attending the sick of the Russian fleet, Mr. J. Temple, assistant-surgeon R.N.

Feb. 5, at his house in Great George-street, Westminster, in the 70th year of his age, Mr. Thomas Maude, navy-agent.—He had attended at the Admiralty on Monday, and after transacting business with Mr. Secretary Croker, returning home was seized with an apoplectic fit, and remained almost speechless till his demise.

Feb. 6, in Bernard-street, Russel-square, Captain John Burn, R.N. of Southwood House, Kent.

Feb. 8, Mrs. Shoveller, mother of Mr. William Shoveller, surgeon R.N. and an old inhabitant of Portsea.

Captain Sweet, R.M. whose death, at Altea, in Spain, was announced at page 352 of our preceding volume, was buried with the honours of war, and the following incription placed on his tomb-stone:—"Sacred to the memory of Captain John Sweet, of the Royal Marines, of his Britannic Majesty's ship Fame, who died of excessive fatigue, while anxiously and zealously employed in the service of his country, and the cause of Spain, August 15, 1812, aged 37 years.—This stone is erected by the Captain and Officers of his ship, in commemoration of his worth and their regret."

BIOGRAPHICAL MEMOIR

OF

RICHARD INCLEDON BURY, Esq.

REAR-ADMIRAL OF THE RED SQUADRON.

REAR-ADMIRAL BURY, of whose professional life a slight sketch is here submitted to the public, is the son of a private gentleman, and descended from a family of the name of Incledon, in the north of Devonshire. In addition to his paternal name of Incledon, he, about five years ago, assumed that of Bury.

Mr. Incledon's entrance into the navy was in the year 1772; he was made a lieutenant in 1778; and he served as second of the Agamemnon, Captain Caldwell,* of 64 guns, in Admiral Rodney's memorable action with the Count de Grasse, on the 12th of April, 1782.† In that engagement, the Agamemnon suffered

* For a portrait and memoir of this officer, now an admiral of the red squadron, *vide* N. C. XI. 1, *et seq.*—At the latter end of the year 1781, the Agamemnon formed a part of Kempenfeldt's squadron, which was ordered to sea, for the purpose of intercepting a French squadron, which had sailed from Brest, with a convoy for the West Indies. "At day break on the 12th of December, about thirty-five leagues to the westward of Ushant, the English admiral descried the hostile fleet; and, though it was greatly his superior in force, he succeeded in cutting off twenty sail of the convoy, which were in his possession by the evening. The Agamemnon, and the Prudente frigate (then commanded by the Hon. Captain Waldegrave, now Lord Radstock), were detached by the rear-admiral in quest of any straggling ships of the enemy which might have been separated from the main body. Unfortunately, however, a few days after, the Prudente sprung her foremast, and was under the necessity of returning to England. On the 25th of December, thirteen days after that on which the French fleet was first descried, the Agamemnon fell in with seven sail of transports, laden with troops and naval stores, bound for Martinico. Five of these were captured by the Agamemnon, and, with the whole of the prizes taken on the 12th of the month, carried safely into port.—Soon after Captain Caldwell's return from the above cruise, he was ordered with the Agamemnon, to the West Indies, to join Sir George Bridges Rodney, who had sailed for that station some days before."—N. C. XI. 7. *Vide*, also, N. C. VII. 368; and X. 274.

† N. C. I. 388, *et seq.*

severely: Lieutenant Incledon was wounded; as was also Lieutenant Brice, who subsequently died of his wounds; and fourteen seamen were killed, and twenty-two wounded.

Mr. Incledon was promoted to the rank of commander, in the year 1789, in consequence of his being first lieutenant of the Magnificent, of 74 guns, Captain Richard Onslow,* and attending on his Majesty at Weymouth.† On his promotion, he was appointed to the Childers sloop.

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* N.C. XIII.

† On the 25th of June, 1780, their Majesties, with the three elder princesses, left Windsor, on their journey to Weymouth, where they arrived on the 30th. The Magnificent, and the Southampton frigate, Captain A. S. Douglas (N.C. XXV. 353), with several of the men-of-war's barges from Portsmouth, were ordered to attend their Majesties. On the morning of July 9, the royal family and suite embarked on board the barges, and were rowed into Portland Road. Lieutenant Incledon steered the barge which carried their Majesties; and, as soon as it opened Portland Point, the ships in the road fired a royal salute of twenty-one guns each. Towards noon, their Majesties returned to Weymouth. On the 14th, the royal family went on board the Southampton; when Captain Douglas instantly got under weigh, and stood out of the bay into the Channel. After sailing round Portland, and cruising a little in the Channel, the Southampton returned, and their Majesties landed at the pier. During the residence of the royal family at Weymouth, they made frequent excursions on board the Magnificent and Southampton. On the 13th of August, they set off for Plymouth; and, on the same day, the Magnificent and Southampton sailed for that port. On the 17th the royal visitors alighted at Commissioner Laforey's house in the dock-yard, where they were received by the Earls of Chesterfield, Chatham, and Howe; and, after taking some refreshment, they went on board the Impregnable, the flag-ship of the late Rear-admiral Sir Richard Bickerton. (N.C. XIII. 338). As soon as the royal standard was displayed from the Impregnable's mast-head, a royal salute was fired from all the ships in the harbour, and in the Sound; and the citadel and other forts paid the same respect. When their Majesties left the Impregnable, the standard and Admiralty flags were hauled down, and, in their stead, the ship, in less than a minute, was dressed with a variety of colours.—The royal barge was attended, both to and from the shore, by a very handsome cutter, rowed by six fine young women, in loose white gowns, with nankeen safe-guards, and black bonnets, each wearing across her shoulders a royal purple sash, with "LONG LIVE THEIR MAJESTIES," written upon it, in golden letters.—On the 18th, about eight in the morning, his Majesty went on board the Southampton, lying in the Sound; and, at half after nine, she got under weigh, and proceeded into the Channel, where a squadron of ships of the line, under the command of Captain Goodall, had sailed early in the morning, for the

On the 22d of November, 1790, he was promoted to the rank of post captain; and, at the capture of the French West India Islands, by Admiral Sir J. Jervis, and General Sir C. Grey, in 1794, he commanded the Ceres frigate, of 32 guns.* After the reduction of Martinique and St. Lucia, the Ceres was one of the four frigates, detached with Captain Rogers, of the Quebec,† to take possession of the Saintes; a service which was effected, with great gallantry, on the morning of the 10th of April, without any loss.

Captain Incledon brought home a large convoy, from the West

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purpose of exhibiting to his Majesty some nautical evolutions. When the Southampton had weathered the Mewstone, she descried the fleet, and fired one gun; upon which it formed into two separate lines of battle. Captain Macbride (N.C. XIX. 266) in the Cumberland, with three other ships, formed a line a-head, supposed for the enemy. Captain Goodall, in the Carnatic, also formed the line with the other ships. As soon as he got up with the enemy's rear, he engaged. The next ship passed to windward, and attacked the next ship a-head; and so on, till the rear ship of the British line was opposite the van of the enemy. When the Southampton came in full view of the fleet, a royal salute was fired from each ship; after which, the captains having been introduced to his Majesty, the dispositions were made for an action between the two divisions. They manœuvered for some time upon different tacks, in order to bring each other to action: the engagement then commenced with a furious cannonade, and soon became general. In about a quarter of an hour, both fleets wore to the westward; the first, or enemy's line, gave way, and were furiously assailed by the second, and covered in their flight by Captain Macbride, the commodore, who, having re-formed his line, wore round upon the larboard tack, and renewed the action with fresh vigour. This continued till half-after one, when they were a second time obliged to give way. Soon afterwards, both divisions formed into the order of sailing, and his Majesty returned to Plymouth, about half after three, highly pleased with his excursion, under a salute from the ships and forts. Having visited the citadel, dock-yard, all the public offices, and several of the noblemen's and gentlemen's seats in the environs of Plymouth, his Majesty set off for Weymouth on the 26th, prior to which, however, he was pleased to confer the honour of knighthood on Captain Thomas Byard, of the Impregnable.

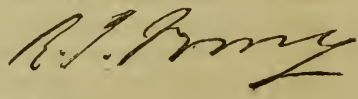
* Very copious and interesting details of this expedition will be found in our biographical mémoirs, of Earl St. Vincent, Vol. IV. p. 13; Captain R. Faulknor, Vol. XVI. 26 to 36; and Captain R. Bowen, Vol. XXIII. 359 to 362.

† The other two were:—the Blanche, of 32 guns, Captain Faulknor; and the Rose, of 28 guns, Captain H. M. Scott.

Indies, in the Vengeance; which, on his arrival in England, was paid off, and he was not again employed, till the year 1800, when he was appointed to the Texel, of 64 guns, one of the ships engaged in watching the movements of the Dutch squadron, in Helvoetsluys.

On the 31st of July, 1810, Captain Incledon Bury was promoted to the rank of rear-admiral of the blue squadron; on the 1st of August, 1811, he was made rear-admiral of the white; and, on the 12th of August, 1812, rear-admiral of the red.

The subjoined is a *fac-simile* of Admiral Bury's hand-writing.



BIOGRAPHICAL MEMOIR

OF

SIR FRANCIS DRAKE, Knt.

VICE-ADMIRAL OF ENGLAND,

IN THE YEAR 1588.

(Continued from page 109.)

DRAKE, having in his former expedition had a view of the South Sea, and formed a resolution to sail upon it, did not suffer himself to be diverted from his design by the prospect of any difficulties that might obstruct the attempt, nor any dangers that might attend the execution; obstacles which brave men often find it more easy to overcome, than secret envy, and domestic treachery. Drake's reputation was now sufficiently advanced to incite detraction and opposition; and it is easy to imagine, that a man, by nature superior to mean artifices, and bred, from his earliest years, to the labour and hardships of a sea life, was very little acquainted with policy and intrigue; very little in the methods of application to the most powerful and great; and unable to obviate the practices of those whom his merit had made his enemies. Nor are such the only opponents of great enterprises: there are some men of narrow views, and grovelling conceptions, who, without the instigation of personal malice, treat every new attempt as wild and chimerical; and look upon every endeavour to depart from the beaten track, as the rash effort of a warm

imagination, or the glittering speculation of an exalted mind, that may please and dazzle for a time, but can produce no real or lasting advantage. These men value themselves upon a perpetual scepticism, upon believing nothing but their own senses, upon calling for demonstration where it cannot possibly be obtained, and sometimes upon holding out against it when it is laid before them; upon inventing arguments against the success of any new undertaking, and, where arguments cannot be found, upon treating it with contempt and ridicule. Such have been the most formidable enemies of the great benefactors to mankind; and to these we can hardly doubt but that much of the opposition which Drake met with is to be attributed; for their notions and discourse are so agreeable to the lazy, the envious, and the timorous, that they seldom fail of becoming popular, and directing the opinions of mankind. Whatsoever were his obstacles, and whatsoever the motives that produced them, it was not till the year 1577, that he was able to assemble a force proportioned to his design; and to obtain a commission from the Queen, by which he was constituted captain-general of a fleet consisting of five vessels, of which the Pelican, admiral, of an hundred tons, was commanded by himself; the Elizabeth, vice-admiral, of 80 tons, by John Winter; the Marigold, of 30 tons, by John Thomas; the Swan, of 50 tons, by John Chester; the Christopher, of 15 tons, by Thomas Moche; the same, as it seems, who was carpenter in the former voyage, and destroyed one of the ships by Drake's direction. These ships, equipped partly by himself, and partly by other private adventurers, he manned with 164 stout sailors, and furnished with such provisions as he judged necessary for the long voyage in which he was engaged: nor did he confine his concern to naval stores, or military preparations; but carried with him whatever he thought might contribute to raise in those nations, with which he should have any intercourse, the highest ideas of the politeness and magnificence of his native country. He, therefore, not only procured a complete service of silver for his own table, and furnished the cook-room with many vessels of the same metal, but engaged several musicians to accompany him; rightly judging, that nothing would more excite the admiration of any savage and uncivilized people. Having been driven back by a tempest in their first attempt, and obliged to return to Plymouth, to repair the damages which they had suffered, they set sail again from thence on the 13th of December, 1577; and on the 25th had sight of Cape Cantire, in Barbary; from whence they coasted on southward to the island of Mogadore, which Drake had appointed for the first place of rendezvous, and on the 27th brought the whole fleet to anchor in a harbour on the main land. They were, soon after their arrival, discovered by the Moors that inhabited those coasts, who sent two of the principal men amongst them on board Drake's ship, receiving from them at the same time two of his company as hostages. These men he not only treated in the most splendid manner, but

presented them with such things as they appeared most to admire; it being with him an established maxim, to endeavour to secure in every country a kind reception to such Englishmen as might come after him, by treating the inhabitants with kindness and generosity; a conduct at once just, and politic; to the neglect of which may be attributed many of the injuries suffered by our sailors in distant countries, which are generally to be ascribed, rather to the effects of wickedness and folly of our own commanders, than the barbarity of the natives, who seldom fall upon any unless they have been first plundered or insulted; and in revenging the ravages of one crew upon another of the same nation, are guilty of nothing but what is countenanced by the example of the Europeans themselves. But this friendly intercourse was in appearance soon broken, for, on the next day, observing the Moors making signals from the land, they sent out their boat, as before, to fetch them to the ship, and one John Fry leaped ashore, intending to become an hostage, as on the former day, when immediately he was seized by the Moors, and the crew observing great numbers to start up from behind the rock, with weapons in their hands, found it madness to attempt his rescue, and, therefore, provided for their own security by returning to the ship. Fry was immediately carried to the king, who being then in continual expectation of an invasion from Portugal, suspected that these ships were sent only to observe the coast, and discover a proper harbour for the main fleet; but being informed who they were, and whither they were bound, not only dismissed his captive, but made large offers of friendship and assistance, which Drake, however, did not stay to receive: but being disgusted at this breach of the laws of commerce, and afraid of farther violence, after having spent some days in searching for his man, in which he met with no resistance, left the coast on December 31, some time before Fry's return; who being obliged by this accident to somewhat a longer residence among the Moors, was afterwards sent home in a merchant's ship. On Jan. 16, they arrived at Cape Blanc, having in their passage taken several Spanish vessels. Here, while Drake was employing his men in catching fish, of which this coast affords great plenty, and various kinds, the inhabitants came down to the sea-side with their alisorgos, or leather bottles, to traffick for water, which they were willing to purchase with ambergrise, and other gums. But Drake, compassionating the misery of their condition, gave them water whenever they asked for it, and left them their commodities to traffick with, when they should be again reduced to the same distress, without finding the same generosity to relieve them. Here, having discharged some Spanish ships, which they had taken, they proceeded towards the isles of Cape Verd, and on Jan. 28, came to anchor before Mayo, hoping to furnish themselves with fresh water; but having landed, they found the town by the water's side entirely deserted, and marching farther up the country, saw the vallies

extremely fruitful, and abounding with ripe figs, cocoas, and plantains, but could by no means prevail upon the inhabitants to converse or traffick with them: however, they were suffered by them to range the country without molestation, but found no water, except at such a distance from the sea, that the labour of conveying it to their ships was greater than it was at that time necessary for them to undergo. Salt, had they wanted it, might have been obtained with less trouble, being left by the sea upon the sand, and hardened by the sun, during the ebb, in such quantities, that the chief traffick of their island is carried on with it. Jan. 31, they passed by St. Jago, an island at that time divided between the natives and the Portuguese, who first entering these islands under the show of traffic, by degrees established themselves, claimed a superiority over the original inhabitants; and harassed them with such cruelty, that they obliged them either to fly to the woods and mountains, and perish with hunger, or to take arms against their oppressors, and under the insuperable disadvantages with which they contended, to die almost without a battle, in defence of their natural rights, and antient possessions. Such treatment had the natives of St. Jago received; which had driven them into the rocky parts of the island, from whence they made incursions into the plantations of the Portuguese, sometimes with loss, but generally with that success which desperation naturally procures; so that the Portuguese were in continual alarms, and lived with the natural consequences of guilt—terror, and anxiety. They were wealthy, but not happy, and possessed the island, but not enjoyed it. They then sailed on within sight of Fogo, an island so called from a mountain, about the middle of it, continually burning, and, like the rest, inhabited by the Portuguese, two leagues to the south of which lies Brava, which has received its name from its fertility; abounding, though uninhabited, with all kinds of fruits, and watered with great numbers of springs and brooks, which would easily invite the possessors of the adjacent islands to settle in it, but that it affords neither harbour nor anchorage. Drake, after having sent out his boats with plummets, was not able to find any ground about it, and it is reported that many experiments have been made with the same success; however, he took in water sufficient, and on the 2d of February, set sail for the Straits of Magellan.

On Feb. 17, they passed the equator, and continued their voyage, with sometimes calms, and sometimes contrary winds, but without any memorable accident, till March 28, when one of their vessels, with 28 men, and the greatest part of their fresh water on board, was, to their great discouragement, separated from them; but their perplexity lasted not long; for, on the next day, they discovered and rejoined their associates. In their long course, which gave them opportunities of observing several animals, both in the air and water, at that time very little known, nothing

entertained or surprised them more, than the flying fish, which is near of the same size with a herring, and has fins of the length of his whole body,* by the help of which, when he is pursued by the bonito, or great mackerel, as soon as he finds himself upon the point of being taken, he springs up into the air, and flies forward as long as his wings continue wet; moisture being, as it seems, necessary to make them pliant and moveable; and when they become dry and stiff, he falls down into the water, unless some bark or ship intercept him, and dips them again for a second flight. This unhappy animal is not only pursued by fishes in his natural element, but attacked in the air, where he hopes for security, by the don, or sparkite, a great bird that preys upon fish; and their species must surely be destroyed, were not their increase so great, that the young fry, in one part of the year, covers the sea. There is another fish named the cuttil, of which whole shoals will sometimes rise at once out of the water, and of which a great multitude fell into their ship. At length, having sailed without sight of land for 63 days, they arrived, April 5, at the coasts of Brasil; where, on the 17th, the Christopher was separated again from them by a storm; after which, they sailed near the land to the southward, and on the 14th anchored under a Cape, which they afterwards called Cape Joy, because in two days the vessel which they had lost returned to them. Having spent a fortnight in the river of Plate, to refresh his men after their long voyage, and then standing out to sea, he was again surprised by a sudden storm, in which they lost sight of the Swan. This accident determined Drake to contract the number of his fleet, that he might not only avoid the inconvenience of such frequent separations, but ease the labour of his men, by having more hands in each vessel. For this purpose he sailed along the coast in quest of a commodious harbour; and, on May 13, discovered a bay, which seemed not improper for their purpose; but which they durst not enter till it was examined; an employment in which Drake never trusted any, whatever might be his confidence in his followers on other occasions. He well knew how fatal one moment's inattention might be, and how easily almost every man suffers himself to be surprised by indolence, and security. He knew the same credulity that might prevail upon him to trust another, might induce another to commit the same office to a third; and it must be, at length, that some of them would be deceived. He, therefore, as at other times, ordered the boat to be hoisted out, and taking the line into hand, went on sounding the passage, till he was three leagues from his ship; when, on a sudden, the weather changed, the skies blackened, the winds whistled, and all the usual forerunners of a storm began to threaten them: nothing now was desired but to return to the ship, but the thickness of the fog intercepting

* N. C. XXIX. 16.

it from their sight, made the attempt little less than desperate: by so many unforeseen accidents is prudence itself liable to be embarrassed: so difficult is it sometimes for the quickest sagacity, and most enlightened experience, to judge what measures ought to be taken. To trust another to sound an unknown coast, appeared to Drake folly and presumption; to be absent from his fleet, though but for an hour, proved nothing less than to hazard the success of all their labours, hardships, and dangers. In this perplexity, which Drake was not more sensible of than those whom he had left in the ships, nothing was to be omitted, however dangerous, that might contribute to extricate them from it: as they could venture nothing of equal value with the life of their general. Captain Thomas, therefore, having the lightest vessel, steered boldly into the bay, and taking the general aboard, dropped anchor, and lay out of danger, while the rest that were in the open sea, suffered much from the tempest, and the Mary, a Portuguese prize, was driven away before the wind; the others, as soon as the tempest was over, discovering by the fires which were made on shore, where Drake was, repaired to him. Here, going on shore, they met with no inhabitants, though there were several houses or huts standing, in which they found a good quantity of dryed fowls, and among them a great number of ostriches, of which the thighs were as large as those of a sheep. These birds are too heavy and unwieldy to rise from the ground; but with the help of their wings run so swiftly, that the English could never come near enough to shoot at them. The Indians commonly, by holding a large plume of feathers before them, and walking gently forward, drive the ostriches into some narrow neck, or point of land; then spreading a strong net from one side to the other, to hinder them from returning back to the open fields, set their dogs upon them; thus confined between the net and the water, and when they are thrown on their backs, they rush in and take them. Not finding this harbour convenient, or well stored with wood and water, they left it on the 15th of May, and, on the 18th, entered another, much safer, and more commodious, which they no sooner arrived at, than Drake, whose restless application never remitted, sent Winter to the southward, in quest of those ships which were absent, and immediately after sailed, himself, to the northward, and happily, meeting with the Swan, conducted it to the rest of his fleet; after which, in pursuance of his former resolution, he ordered it to be broken up, reserving the iron work for a future supply. The other vessel which they lost in the late storm could not be discovered.

While they were thus employed upon an island about a mile from the main land, to which, at low water, there was a passage on foot; they were discovered by the natives, who appeared upon a hill at a distance, dancing, and holding up their hands, as beckoning the English to them;

which Drake observing, sent out a boat, with knives, bells, and bugles, and such things as, by their usefulness or novelty, he imagined would be agreeable. As soon as the English landed, they observed two men running towards them, as deputed by the company, who came within a little distance, and then standing still, could not be prevailed upon to come nearer. The English, therefore, tied their presents to a pole, which they fixed in the ground, and then retiring, saw the Indians advance, who taking what they found upon the pole, left, in return, such feathers as they wear upon their heads, with a small bone about six inches in length, carved round the top, and burnished. Drake observing their inclination to friendship and traffic, advanced with some of his company towards the hill, upon sight of whom the Indians ranged themselves in a line from east to west, and one of them running from one end of the rank to the other, backwards and forwards, bowed himself towards the rising and setting of the sun; holding his hands over his head, and frequently stopping in the middle of the rank, leaped up towards the moon, which then shone directly over their heads; thus calling the sun and moon, the deities they worship, to witness the sincerity of their professions of peace and friendship. While this ceremony was performed, Drake and his company ascended the hill, to the apparent terror of the Indians; whose apprehensions, when the English perceived, they peaceably retired; which gave the natives so much encouragement, that they came forward immediately, and exchanged their arrows, feathers, and bones, for such trifles as were offered them. Thus they traded for some time; but, by frequent intercourse, finding that no violence was intended, they became familiar, and mingled with the English without the least distrust. They go quite naked, except a skin of some animal, which they throw over their shoulders when they lie in the open air. They knit up their hair, which is very long, with a roll of ostrich feathers; and usually carry their arrows wrapped up in it, that they may not encumber them, they being made with reeds, headed with flint, and, therefore, not heavy. Their bows are about an ell long. Their chief ornament is paint, which they use of several kinds, delineating generally upon their bodies the figures of the sun and moon, in honour of their deities. It is observable, that most nations, amongst whom the use of cloaths is unknown, paint their bodies. Such was the practice of the first inhabitants of our own country. From this custom did our earliest enemies, the Picts, owe their denomination. As it is not probable that their caprice or fancy should be uniform, there must be, doubtless, some reason for a practice so general and prevailing in distant parts of the world, which have no communication with each other. The original end of painting their bodies was, probably, to exclude the cold; an end, which, if we believe some relations, is so effectually produced by it, that the men thus painted never shiver at the most piercing blasts. But doubtless any people so hardened by con-

tinual severities, would even, without paint, be less sensible of the cold than the civilized inhabitants of the same climate. However, this practice may contribute, in some degree, to defend them from the injuries of winter, and in those climates where little evaporates by pores, may be used with no great inconvenience, but in hot countries, where perspiration in greater degree is necessary, the natives only use unction to preserve them from the other extream of weather. So well do either reason or experience supply the place of science in savage countries! They had no canoes like the other Indians, nor any method of crossing the water, which was probably the reason why the birds in the adjacent islands were so tame, that they might be taken with the hand, having never been before frighted or molested. The great plenty of fowls and seals, which crowded the shallows in such numbers, that they killed at their first arrival two hundred of them in an hour, contributed much to the refreshment of the English, who named the place Seal Bay, from that animal. These seals seem to be the chief food of the natives, for the English often found raw pieces of their flesh half eaten, and left, as they supposed, after a full meal, by the Indians, whom they never knew to make use of fire, or any art, in dressing or preparing their victuals. Nor were their other customs less wild or uncouth, than their way of feeding: one of them having received a cap off the general's head, and being extremely pleased, as well with the honour as the gift, to express his gratitude, and confirm the alliance between them, retired to a little distance, and thrusting an arrow into his leg, let the blood run upon the ground, testifying, as it is probable, that he valued Drake's friendship above life.

Having stayed fifteen days among these friendly savages, in 47° 30′ S. lat. on June 3, they set sail towards the South Sea, and six days afterwards stopped at another bay to break up the Christopher. Then passing on, they cast anchor in another bay, not more than 20 leagues distant from the Straits of Magellan. It was now time seriously to deliberate in what manner they should act with regard to the Portuguese prize; which, having been separated from them by the storm, had not yet rejoined them. To return in search of it was sufficiently mortifying; to proceed without it, was not only to deprive themselves of a considerable part of their force, but to expose their friends and companions, whom common hardships and dangers had endeared to them, to certain death or captivity. This consideration prevailed, and therefore on the 18th, after prayers to God, with which Drake never forgot to begin an enterprise, he put to sea; and the next day, near Port Julian, discovered their associates, whose ship was now grown leaky, having suffered much, both in the first storm by which they were dispersed, and afterwards in fruitless attempts to regain the fleet. Drake, therefore, being desirous to relieve their fatigues, entered Port Julian; and as it was his custom always to attend in person when any

important business was in hand, went ashore with some of the chief of his company to seek for water, where he was immediately accosted by two natives, of whom Magellan left a very terrible account, having described them as a nation of giants and monsters; nor is his narrative entirely without foundation, for they are of the largest size, though not taller than some Englishmen; their strength is proportioned to their bulk, and their voice loud, boisterous, and terrible. What were their manners before the arrival of the Spaniards, it is not possible to discover; but the slaughter made of their countrymen, perhaps without provocation, by these cruel intruders, and the general massacre with which that part of the world had been depopulated, might have raised in them a suspicion of all strangers, and by consequence made them inhospitable, treacherous, and bloody. The two who associated themselves with the English, appeared much pleased with their new guests; received willingly what was given them; and very exactly observed every thing that passed; seeming more particularly delighted with seeing Oliver, the master gunner, shoot an English arrow. They shot, themselves, likewise, in emulation, but their arrows always fell to the ground far short of his. Soon after this friendly contest, came another, who observing the familiarity of his countrymen with the strangers, appeared much displeased; and, as the Englishmen perceived, endeavoured to dissuade them from such an intercourse. What effect his arguments had, was soon after apparent, for another of Drake's companions, being desirous to shew the third Indian a specimen of the English valour and dexterity, attempted likewise to shoot an arrow, but drawing it with his full force, burst the bow-string; upon which the Indians, who were unacquainted with their other weapons, imagining him disarmed, followed the company as they were walking negligently down towards their boat, and let fly their arrows, aiming particularly at Winter, who had the bow in his hand. He finding himself wounded in the shoulder, endeavoured to refit his bow, and turning about, was pierced with a second arrow in the breast; Oliver, the gunner, immediately presented his piece at the insidious assailants; which failing to take fire, gave them time to level another flight of arrows, by which he was killed; nor, perhaps, had any of them escaped, surprised and perplexed as they were, had not Drake, with his usual presence of mind, animated their courage, and directed their motions, ordering them, by perpetually changing their places, to elude, as much as they could, the aim of their enemies, and to defend their bodies with their targets; and instructing them, by his own example, to pick up, and break the arrows as they fell; which they did with so much diligence, that the Indians were soon in danger of being disarmed. Then Drake himself taking the gun, which Oliver had so unsuccessfully attempted to make use of, discharged it at the Indian that first began the fray, and had killed the gunner; aiming it so happily, that the

hail shot, with which it was loaded, tore open his belly, and forced him to such terrible outcries, that the Indians, though their numbers increased, and many of their countrymen showed themselves from different parts of the adjoining wood, were too much terrified to renew the assault; and suffered Drake, without molestation, to withdraw his wounded friend, who being hurt in his lungs, languished two days, and then dying, was interred with his companion, with the usual ceremony of a military funeral.

(To be continued.)

NAUTICAL ANECDOTES, &c.

THE ACASTA FRIGATE.

CAPTAIN KERR, placing a due confidence in the largest, the best officered, and best manned frigate in the service, has been roaming about for his prey for several months, and we only wish him fairly alongside the President, Constitution, or the United States. On receiving the accounts of the capture of the Guerriere, Captain Kerr assembled his crew, and addressed them as follows:—"My lads, it is with a distress which I cannot sufficiently depict to you, that I inform you of the capture of the Guerriere, by the Constitution American frigate. We are going to sea, and in the largest and best armed frigate in the service. Hear my determination—*I am determined never to strike the colours of the Acasta*—My mind is made up—What say you, my boys?" The exclamation of—"To the bottom!" and three truly British cheers, followed his words, and the anchor was weighed.—From the excellent equipment of the Acasta, her great size, weight of metal, and number of men, we are confident that with her there will be no desecration of the seaman's religion—the Flag! The Acasta has taken on board 24-pounders on her main-deck—and we may cheerfully trust the national honour to her efforts.

LIEUTENANT TURBERVILLE.

THE name of every individual who risks his life to preserve that of another should be recorded, and held up to the estimation of the public. The following ranks conspicuously among the many similar acts of gallant humanity, which have been recorded in the NAVAL CHRONICLE:—In working out of St. Helen's, on the 11th Jan. with a strong breeze from the southward, a sailor fell from the forecastle of the Mulgrave, 74, and being perceived by Lieutenant Turberville, from the main-deck, he immediately jumped overboard, and succeeded in securing the drowning man, until a boat could reach them from the ship.

ESCAPE OF MESSRS. SHEPHERD AND BURKITT FROM FRANCE.

A LETTER from Mr. John Shepherd, son of the late Mr. James Shepherd, of Hull, ship-builder, announces his arrival at Malta, on the 9th of

January, in the brig Wylam, of Newcastle, after having escaped from the prison of Longwy, in France. It appears, that on the 6th of September last, on a dark and wet evening, Mr. S., a Mr. Burkitt, of Whitehaven, and another person, let themselves over the ramparts, a height of from 50 to 60 feet, by a rope provided for the purpose; and, hiding themselves in the woods or fields by day, they travelled by night, and were frequently without food for 48 hours. Having travelled about 350 miles, they fell in with three French soldiers, who demanded their passports; after attempting unsuccessfully to bribe these men, the third man ran off, on which the soldiers pursued and took him; Mr. B. and Mr. S. succeeded in getting away, and hid themselves until night came on, when they pursued their journey, and in two days afterwards reached Egra, in Bohemia, whence they got passports for Prague, and subsequently proceeded to the borders of the Adriatic.

AMERICAN NAVAL DINNER.

(*From the New York Commercial Advertiser.*)

Yesterday, in pursuance of previous arrangement made by the corporation of this city, a dinner was given at the City Hotel, to the crew of the frigate United States, who had so nobly supported the character of American seamen in the late engagement with the British frigate Macedonian. The assembly room was decorated precisely in the same style as at the late naval entertainment, with this difference, that the reservoir in which floated the miniature frigate, instead of containing water, was filled with grog.

The crew were landed at New Slip precisely at 2 o'clock, and marched in good order to the City Hotel, through Pearl-street, Wall-street, and Broadway, preceded by a band of music, amid the loud and reiterated huzzas of their fellow citizens.

On their arrival at the hotel, they were ushered into the room by the committee of the corporation, and took their seats with perfect regularity at the call of the boatswain's whistle, whilst the band struck up the inspiring tune of Yankee Doodle. An appropriate address was then delivered by Alderman Vanderbilt, to which the boatswain replied nearly in the following words:

"In behalf of my shipmates, I return our sincere thanks to the corporation of the city of New York, for the honour which they have this day done us; rest assured that it will be always our wish to deserve the good opinion of our countrymen." When the boatswain had finished this reply, his shipmates, in token of their approbation, made the room ring with three hearty cheers.

At this moment the transparent paintings exhibiting our three glorious naval victories, were suddenly displayed by the dropping of the canvas, which before had concealed them. It is impossible for pen to describe the effect which it had upon the minds of our astonished sailors: their admiration was expressed by repeated huzzas, and enthusiastic acclamations.—Silence was, in a few minutes, restored by the boatswain's whistle, when the whole crew, to the number of 400 and upwards, commenced their attack

upon an excellent dinner, which was soon demolished, and in such a manner as left no room to doubt, "*that they could have done much more, if more had been required.*"

After dinner the boatswain piped for silence, when the president gave the following toast :—

"American ships all over the ocean."—3 *cheers.*

Commodore Decatur shortly afterwards entered the room, accompanied by his first lieutenant, Mr. Allen, and was received by the seamen in a manner that evinced the affection and delight with which they beheld their brave commander—after remaining a few minutes, the commodore gave as a toast,

"Free trade and no Impressment."—9 *cheers.*

By Mr. Allen.—"Captains Jones and Hull, and their brave crews."—9 *cheers.*

After the commodore retired, the president gave,

"Commodore Decatur, and Mr. Allen."—9 *cheers.*

A variety of volunteer toasts were given by different seamen in true nautical style, but with such quick succession, that we could only note the following, which we give verbatim :—

"The Corporation of the City of New York, the orator of the day, and all the pretty girls who like Yankee tars—May our frigates soon be turned into seventy-fours, with Decatur, Hull, and Jones, at their head."—9 *cheers.*

"Our excellent armies—May the thunder of their cannon blow the powder out of the touchholes of the governor of Quebec."—9 *cheers.*

"Officers and men, may each American hero receive his pay when he has earned it."—3 *cheers.*

"May bold Decatur prove the protector of the raging main."—6 *cheers.*

"May we never feel want, and never want feeling for our countrymen."—3 *cheers.*

"American tars—they carry their protection at the mouth of their cannon."—9 *cheers.*

"Captain Jones, in the Wasp—which requires English seventy-fours to take an American sloop of war."—9 *cheers.*

"Success to the frigate United States, and plenty of prize-money."—9 *cheers.*

"The American Eagle—may its wings cover the ocean, and its claws grab the ships of the King of England."—9 *cheers.*

Several songs were sung by Messrs. Davey Walker, Jack Hughes, and others, in their best style, and at 6 o'clock the company, obedient to the boatswain's call, adjourned to the theatre, without having been guilty of unseaman-like conduct, or a single excess, and perfectly satisfied with the attention that had been shewn them.

The following is the address of Alderman Vanderbelt :—

"BRAVE AMERICAN TARS!

"The Corporation of the City of New York, have ordered you this

entertainment—It is given as a tribute to your valour, displayed in the capture of the British frigate the Macedonian.

" Behold yonder miniature of your gallant achievement. See yourselves entwined in wreaths of laurels, with the brave Hull and Jones, and their valiant crews. Emblems of our gratitude—Tokens of honour, which alone belong to the brave.

" The burst of applause, which resounds from Georgia to Maine, and the shout of your victory, proclaimed in the castle and the cottage, causes us to mingle our emotions of joy with the voice of every true American; and hail you here as welcome guests.

" The mistress of the ocean, boasting of her power, challenging to single combat, and confident of her superiority, has thrice been vanquished.

" You have taught her a lesson, that coming in contact with the hearts of Yankee oak, they were not encountering the vassals of an European tyrant.

" Remember, then, ye valiant tars, that you have been rocked in freedom's cradle; enlisted voluntarily under your country's banners.

" Not torn by a merciless press gang, from your wives and children, and dear connections—But, fired with an ardent zeal for glory, and to assert the rights of your injured country, and punish the haughty foe, who dare arrogate to themselves, rights, inherent to us by the laws of nations, the laws of nature, and nature's God,

" You have nobly vindicated your country's honour on the ocean—You have added new laurels to her fame, and your country receives it as a pledge that you are resolved to support her rights; and that her flag shall never be tarnished by cowardice, nor struck, whilst there is a shot in the locker.

" The laurels thus obtained by your bravery, shall ever be green in the remembrance of every true American, and whilst under the command of a Decatur, whose tried valour and skill, are manifest (not only in the late glorious conflict, but also, who made the bloody Turk douse his colours in disgrace), you will be sure of victory.

" Go on then as you have begun, in the path of valour and duty. Your country's reward is at hand; and may every American tar, animated by your example and success, go and do likewise."

REMARKABLE ESCAPES FROM SHIPWRECK.

The following statement has reached us, but we cannot vouch for its authenticity:—

" At the unfortunate period when the Defence, Admiral Reynolds, was lost in the Baltic, of two individuals who safely reached the shore, one effected preservation, by clinging to a hogshead of wine, suspended, before the accident, in the admiral's cabin. The other was borne to land, asleep in his cot, on a piece of the ship, which wonderfully separated in such a

manner, as to afford him a convenient asylum, without at all deranging his hammock, or discomposing his slumbers."

PROGRESS OF A FRIGHT.

A young tradesman of Plymouth had lately occasion to go on board a man of war in Hamoaze, on particular business to one of the officers. Just as he reached the gangway, a seaman fell down from the maintop-gallant-yard, and dashed his brains out, near the place where he was standing. The horrible spectacle so affrighted him, that he ran down the main hatchway ladder, and got below into the first berth he could find. He had no sooner entered it, than he was assailed with the groans of a master's-mate's wife, in the pangs of child-birth. He set off again, and rested, to recover himself, on a gun, for some minutes—then ascended the hatchway ladder, to get over the side, into a boat, to go on shore. The first object when he got on deck, which presented itself to his view, was a poor culprit of a seaman (who had been sentenced to death for striking a superior officer), proceeding, with the chaplain and provost-marshal, and a guard of royal marines, along the gangway towards a platform at the forecastle, to be hanged at the fore-yard arm! This completed the climax of his fears and terrors. He got over the side into a shore-boat, and rowed to North-corner-beach. On landing, he swore he would not go again on board a King's ship for a King's ransom.

MAGNETISM.

The following curious discovery is stated in the foreign papers:—Dr. Morichini, of Gotha, has ascertained, by repeated experiments, that non-magnetized needles, when they have been exposed to the violet (prismatic) rays of the sun, have the same force of polar attraction as magnetic needles.

NAVAL RAT-CATCHER.

As the pretensions of this artist are encouraged, under such good auspices as Sir Joseph Banks and other leading people, distinguished by practical usefulness in the application of knowledge, this may be a topic briefly for the public attention, and, at the same time, not without hope of some advantage to the public; and that advantage will be great, if indeed he can, as he professes, extirpate all these abominable vermin *wherever* they may be found. Portsmouth, it seems, is fixed to be the first experiment of his art. One of the large ships there (Bedford, 74), is inordinately infested with rats. On them are to begin his destined operations; and if successful, and quite to the satisfaction of the inspectors, the secret is to be *made public*, and the artist have the *public reward*.

NAVAL FREE-MASONRY.

Ancient Limerick Lodge, No. 271.

At a meeting of the Masonic Lodge, No. 271, holden in the city of Limerick, on Thursday, the 18th day of February, 1813, the following Resolutions were unanimously agreed to:—

Resolved, That the thanks of this ancient body be and are hereby presented to Captain Louis Marencourt, of Le Furet, French privateer (lately captured by the Modeste, British frigate), for his generous, humane, and praise-worthy conduct to Brother James Campbell, of the sloop Three Friends, of Youghal, in restoring to him his ship and cargo, and rescuing himself and crew from captivity in December last, when captured by him at the time he commanded the Juliet French privateer.

Resolved, That as men peculiarly attached by the most unshaken loyalty to our most gracious Sovereign and the British Constitution, we exult at the prosperity of his Majesty's arms both by sea and land—yet, as Masons, we are bound to commiserate the unfortunate, and pour out the balm of consolation into the wounds of those who are deprived of one of the greatest blessings in life—Liberty.

Resolved, That we sympathise with Captain Marencourt, in his present state of captivity, and absence (perhaps from a family and most tender connexions), yet, at the same time, we must console him with the pleasing reflection, that he is prisoner in a land, and under a government, whose monarch has been, through a long reign, the father of his people, and the friend to the unfortunate—and we most ardently hope, that the man who has held forth to the world so meritorious a pattern of generosity and kindness to a British subject, when in his power, may meet with that lenity which his former conduct so loudly calls for.

Resolved, That these our Resolutions be transmitted by our Secretary to the Worshipful Master of No. 79, at Plymouth, and that he be requested to communicate them to Captain Marencourt, and the officers and brethren of the Lodge.

Resolved, That the foregoing Resolutions be inserted in our Transaction Book, and published in the Limerick newspapers, and in the *Dublin Evening Post*.

P. O'D. Sec.

Rising Sun Lodge, No. 952.

The Brethren of this Lodge having met, pursuant to notice, at their Lodge Room, Commercial Buildings, for the purpose of addressing Brother Captain Marencourt, late of the French privateer, Le Furet, and now a prisoner of war at Plymouth, when it was unanimously agreed that the following Resolutions be adopted:

Resolved, That we do fully approve of the Resolutions entered into by our Brethren, of Lodge 271, expressive of their thanks to Captain Marencourt, lately captured by the Modeste British frigate, for his humane and generous conduct to Captain Campbell, of the sloop Three Friends, in December last, in not only restoring him to liberty and his country, but with the disinterestedness of a true Mason, giving him his sloop and cargo, captured by Captain Marencourt, when commander of the Juliet privateer.

Resolved, That generosity, even in an enemy, has a peculiar claim on Britons and Irishmen—it is characteristic of these countries to feel and

cherish its influence. We cannot, therefore, suppress the expression of our sympathy for the present captivity of this generous brother and stranger; and could we constitutionally supplicate the high personage who now rules these realms, and who in himself is a splendid example of the purity of masonic principles, we would implore his royal interposition in favour of Captain Marencourt, fortified as we are by the Christian maxim of "*Do unto others as you would wish to be done by.*"

Resolved, That our Secretary be instructed to transmit a copy of these Resolutions to our Right Worshipful Brother and Grand Master, the Earl of Donoughmore, as the sentiments of our Lodge, and that we ardently hope some measure, not inconsistent with the high offices of the state, may be speedily adopted, to give efficacy to our prayer, so that our nation may not yield to an enemy, in generosity or gratitude.

Resolved, That our Secretary do also send a copy of these Resolutions to the Worshipful Master, Officers and Brethren, of No. 79, at Plymouth, and that they be requested to communicate the same to Captain Marencourt.

Resolved, That these our Resolutions be published in *The General Advertiser, or Limerick Gazette*, and *Limerick Evening Post*, and that our highly esteemed brother, Alexander Mac Donnell, proprietor of *The Advertiser*, be requested to transmit the same to the proprietors of the *Freeman's Journal and Patriot*, Dublin, and the *Globe*, London.

Signed, by Order,

Limerick, Feb. 24, 1813. J. H. Secretary.

AMERICAN FALSEHOOD REFUTED.

From a Halifax Paper.

MR. EDITOR, *H. M. S. Orpheus, January* 29.

By the last cartel arrived in this harbour from Boston, a report, malicious as unfounded, was brought and put into circulation, no doubt with the hope of answering the sinister designs of the enemy, in weakening the attachment and shaking the fidelity of that particular class of men, on whom the nation, in this quarter, so much depends for support in carrying on the present unprovoked war on the part of the United States, stating, that the crew of the Orpheus, and other ships on this station, would not fight against the American frigates; which report having reached the ears of the ship's company, which I feel proud in having the honour to command, I do, at their particular request, authorize you to insert in your paper, the following letter, addressed by them to Mr. Fayrer, first lieutenant of the Orpheus. I am, &c.

H. PIGOT.

SIR, *On board H. M. S. Orpheus, Halifax, Jan.* 28.

A report having been circulated, that the seamen and marines of H.M.S. Orpheus, now lying at Halifax, commanded by Hugh Pigot, Esq. would act cowardly, they are very much hurt at the thought of such a representation respecting them, and they now beg the liberty to acquaint

Mr. Fayrer, for the information of Captain Pigot, that they are anxious to have it in their power to shew their loyal disposition in defence of their King and country, their rights and privileges; and further, under the command of such an able officer as Captain Pigot, and the rest of the officers by whom they have the honour to be commanded, they further beg leave to represent, that they long for the time to appear when it shall be in their power to convince the authors of such a calumnious report, that their determination is to fight against their enemies, to sustain the honour and glory of Great Britain, or die in the attempt.—This is humbly addressed by desire of the whole ship's company.

D. Collins, J. Farrel, } boatswain's-mates.
A. Durie, J. Cropley, } capts. forecastle.
W. Saunders, gunner's-mate.
John Morris, J. M'Cartney, } capts. maintop
T. Nash, capt. foretop
J. Rosseter, capt. after-guard.
J. Collins, gunner's-mate.
J. Robertson, quarter-master.
Job Jenks, W. Gordon, } serjts. marines.

H. M. S. Atalante, Halifax harbour, February 1.

MESSRS. EDITORS,

For the information of the public, and to do justice to the character of the seamen composing the crew of H.M.S. under my command, on whose loyalty and exertions, when called for, I have the most implicit reliance, I beg you will insert the following letter, and its several signatures.

I am, Gentlemen, your obedient servant,

F. HICKEY.

SIR, *H. M. S. Atalante, Halifax harbour, Feb.* 1813.

Perceiving by the Halifax newspaper, that a scandalous report (far from the character of British seamen) has arisen, that the crew of H.M.S. Orpheus, and other ships on this station, would not fight in case of falling in with an American frigate, and having read the letter from the crew of the Orpheus to Lieut. Fayrer, for the information of Capt. Pigot; the crew of the Atalante do most heartily coincide in their comrades' representation, and their loyal disposition for their King and country: and beg it may be made known also, that should an opportunity occur, the Atalante will never surrender, even to a superiority of force; that all on board are loyal and true, and have devoted their lives to the service of their beloved country.

J. Fowler, boatswain's mate.
D. Wilson, J. Wilson, } capts. maintp.
T. Smith, W. Dixon, } capts. foretop.
R. Hillary, gunner's-mate.
S. Shanks, ship's-corporal.
H. Boys, do. mate.
T. Taylor, quarter-master.
J. Hear, capt. after-guard
W. Howell, sail-maker.
W. Crose, coxswain.
R. Bishop, quarter-master.
T. Balfour, qr.-master's-mate.
A. Butlin, ym. of powder-room.
J. Stevens, serj. marines.
W. Armitage, corporal of mar.

Frederick Hickey, Esq. Captain of H.M.S. Atalante, Halifax.

CORRESPONDENCE.

MR. EDITOR, *Dover*, 5 *March*, 1813.

WHEN the Admiralty was arraigned in the House of Commons, for having so shackled its commanders, or misdirected the force entrusted to them, that one naval campaign of three or four months had overwhelmed our arms (or our councils) with shame; we were told by the ingenious secretary to that luminous association, that so long ago as in May, 1812, despatches were sent to the senior officer, containing (conditionally) the well-known order, to take, sink, burn, and destroy. That "*good old English order*," quoth Mr. Secretary—Aye, Sir! but acted upon in a good old *Irish* way. Ships, to be sure, fine frigates too, were sunk and taken, it is certain; but it has happened to be done by *American* officers! Now, I am one of those vulgar persons who look to the executive department for something more than wise deliberations. I am one of those unreasonable beings who demand something practical in return for what is solid; in short, value for my money. The old King of Prussia cared very little for what is called an "unfortunate" officer. If he was not a very religious man in general, that old hero piously adhered to the scripture doctrine in this—he judged of the tree by its fruits, and estimated military merits accordingly. He admitted no special pleading to invalidate that which is unanswerable, namely, the proof which arises from the proportion between the means and the end. Misfortune, in the dialect of that sagacious prince, was synonimous with misconduct—unlucky officers were unworthy officers—and as such were dismissed from employment. It is, therefore, a little problematical, how far we ought to suffer these arithmeticians at the Admiralty to debit the nation with such fractions of cleverness as peradventure may lie scattered—*nantes in gurgite vasto*—throughout their *boardly* distribution of naval force, by way of a set-off against the sum total of calamity and *misfortune* which has formed the result. But let us meet these men of office, these

> ——— volunteers of state, so willing
> to govern us without a shilling;

let us examine their justification, on their own grounds—on the principles (if ephemeral expedients can be so called) which they profess to have governed their measures. When the first Lord-commissioner was taxed on the same night in the House of Peers with mal-administration, and so paralyzing the maritime strength of the country as to render it ridiculous, as to degrade it into a theme for a yankee ballad; what was his apology? Why he began with stating, that "there was an amply sufficient force on the American station—Would people have the ports blockaded before war?—the *utmost* that could be done was to protect our convoys in the first instance." Good heaven! do we live to hear such language from him who impels and represents the naval power of Britain? Are we to be told that, with a hundred sail of the line, and double that number of frigates, at

sea, the UTMOST we can do is to protect a convoy against a pigmy fleet of *twenty pendants?* Are such the principles that raised our flag to the pinnacle of renown which we now seem to abandon? Of America, indeed, it might be a proper boast, that she had accomplished the salvation of a convoy from the English cruisers; but really such a confession of national humility on our part is enough to make old Ocean blush for his allegiance to the trident of Britannia! Lord Melville says, the force appropriated to the American station was "amply sufficient:" for what has it proved so? Has it been sufficient to demonstrate to American geographers, that the frontier of England is high-water mark on every shore: that the British seas are wherever a 32-pounder can be floated? Has it been sufficient to save old English captains from humiliation by new English novices? Has it been sufficient to prevent the fœderal stripes from waving audaciously over the Atlantic for half a year, while *Jonathan's* privateers have roved with impunity and success to all corners of the earth? Has it been sufficient to vindicate our cause before the eyes of the American public, to realize a single speculation, or support a single argument of our adherents, or flash demonstration upon the minds of our adversaries in that community? Has it been sufficient to crack a single pane of glass along fifteen hundred miles of defenceless sea-coast?—No! it has not been sufficient for any of these: but it has been just sufficient for—what?—to *make a case!*"

FABER.

Hensingham-house, near Whitehaven,
20 February, 1813.

MR. EDITOR,

FROM some experiments I have made, I think it possible, to construct a machine, that will enable a pendulum clock, to perform on board a ship at sea, in all weathers; but whether such an invention will be serviceable to navigation, or no, you, Sir, and your scientific friends, are best able to determine. I am, &c.

Jos. Sinhouse

March 9th, 1813.

MR. EDITOR,

THERE is every reason to believe that the Americans intend to renew their attacks on Canada, as soon as the return of open weather will allow them to act. With this view, it appears they have prepared a considerable naval force on the Lakes, to man which, a large draft of seamen, with some of their best officers, were sent from New York at the end of the year. I am happy to perceive that our board of Admiralty are taking adequate measures to obtain, and preserve, a superiority on those distant waters, by sending some of our sloops of war, of the smallest draft of water, which are to be floated over the shallows, and so conveyed to the

Lakes, where they will be immediately serviceable. It is to be hoped that they will be at their destination early in May, when the St. Lawrence will be open; and that an active, enterprising, and experienced officer will be selected for commodore.* There can be no doubt that the Americans will strain every nerve to have the superiority; but I hope in this they will be disappointed, and be repelled afloat, as they have been (and I trust will be) ashore, by the brave troops serving under that able and active officer, Sir G. Prevost.

MENTOR.

MR. EDITOR,

A CRIMINAL information against a magistrate, for sending a vagrant, born at sea, to Stepney, having been lately moved for in the Court of King's-bench, and the rule refused, it may perhaps be of service to seamen, born under such circumstances, and worthy the attention of your CHRONICLE, to endeavour to clear up this undecided point, and commonly received opinion, which seems to depend upon custom. Yours, &c.

S. P. H.

*** The subject so properly animadverted upon by our Correspondent, had previously attracted the Editor's notice, and will be found under its appropriate head of "MARINE LAW." The Editor has consulted several historical and topographical accounts of the parish of Stepney, and also a variety of law authorities, relating to paupers, &c. without meeting with the least information on the point in question; but, as the subject is too important to be allowed to drop, he particularly requests, that should any of the correspondents of the NAVAL CHRONICLE be in possession of the facts of the case, they will take the trouble of pointing them out. The information will be both curious and useful to the service in general; and it will have the effect of preventing magistrates, in future, from falling into an error that must be pregnant with inconvenience to themselves, and also to the unfortunate paupers who, without any legal right of settlement, may be in want of parochial relief.

MR. EDITOR, *Dover, 4 March,* 1813.

WHEREAS the circumstances connected with the new naval war in which we are involved have met with so much discussion in the NAVAL CHRONICLE, and as in your latest publication thereof more especially, naval architecture has experienced particular attention, I am tempted to send you a few observations on a measure connected with both those subjects, namely, the reduction of small line-of-battle ships to an intermediate rate, which it is the fashion to denominate by a borrowed outlandish term *razé*: but for which, I think, we might discover an English appellation, more intelligible, and certainly not less descriptive.

These cut-downs, or "mules," as I would term them, then, I understand, are to be on a novel plan, but of great strength. They will preserve

* Sir James Yeo has been mentioned: an appointment, it is presumed, perfectly satisfactory.—ED.

their lower batteries, and are to have what is called a "flying-forecastle." They will carry 28 long 24-pounders on what now becomes the main-deck, and 32-pounder carronades on the upper or flush-deck; which, in fact, is a transformation devoutly to be wished for all deep-waisted ships in the service except three-deckers. They are to have a complement of 470 men; which they can very well stow away. And thus, "at the eleventh hour," we are about to oppose an appropriate force against the American squadron; which no time ought to be lost in annihilating before it becomes a fleet, and from a fleet grows into a force worthy to be styled a navy.

The Culloden is the first ship selected to be thus operated upon. She has been taken into dock at Plymouth last week for that purpose; but I am glad to hear will not be cut down after the manner of the Indefatigable, which was formerly a 64, and now carries three guns less on each side than the American frigates of the first class, and even of certain of our own; as the following comparative statement will serve to illustrate:—

A 64-gun ship carries on one side of her gun-deck 13 guns.
A 74 ditto (second class), ditto, 14 guns.
Ditto (first class), ditto, 15 guns.
A 38-gun frigate, of the class of Macedonian, 15 guns.
Ditto, of the class of Acasta, 16 guns.
President, United-States, and Constitution, 16 guns.

Hence it appears, that a 74-gun ship, even of the largest class, reduced to a *razé* on the old plan, would be numerically inferior in guns to a regularly-built frigate of the superior 38-gun class: preserving only the advantage of being able to carry heavier metal. The Navy Board, who is said to have taken this matter into mature consideration, has, therefore, acted judiciously, in ordering the Culloden to lose only her quarter-deck and forecastle; and thus become a "mule," instead of a *razé*. It is said the Triumph is to undergo a like change. An extensive reform of poops, except for flag-ships, would prove economical and advantageous in many other respects: but flush decks are particularly desirable.

NOAH.

MR. EDITOR, *February* 20, 1813.

AS I perceive you occasionally insert *letters on service*, and narratives and statements which do not precisely come within the limits of official communication to the public, but which are, in themselves, of considerable importance, I shall offer no apology for troubling you with the present epistle, and the documents by which it is accompanied.

A circumstance occurred to H. M. S. Menelaus, commanded by Captain Sir Peter Parker, Bart. off Toulon, in the month of May last, which has been variously stated in the public prints. Amidst a plurality of representations, the truth is apt to be confounded; and, as I happen to be in possession of the full and authentic particulars of the case, I shall be gratified, by rendering an act of justice to Sir Peter Parker, and to the officers and crew of the Menelaus, in submitting them to the public, through the medium of the NAVAL CHRONICLE.

On the 28th of May, the Menelaus, being the in-shore frigate, off Toulon, observed a frigate and a brig (la Pauline, and l'Ecureuil, from the Adriatic), in Hieres bay, standing with all sail, for the Petit Passe. On seeing the Menelaus stand in, with a view to cut them off, they hauled their wind, under the three topsails, until the French fleet, of *eleven sail of the line, and six frigates*, which came out for their protection, were so far advanced as to render them secure, when they immediately bore up. With much promptitude, Sir Peter Parker then determined on making an effort; and he accordingly succeeded in bringing the Pauline and the Ecureuil to action, close under the batteries of Escamberon; the Menelaus then having a Union Jack suspended from each stay. The Menelaus was cut up exceedingly in her rigging, principally by the batteries, which shot her foremast through and through; and, though it was kept together for the moment, by fishing it with capstan bars, she was obliged to haul off. At that time, the whole French fleet were standing out, and three sail of the line were nearly in her wake. From the crippled condition of the Menelaus, serious doubts were entertained respecting her safety; for she was completely cut off, and, in fact, surrounded by the enemy, at the mouth of their own harbour, the wind blowing very fresh from the eastward.

The Pauline, and brig, however, whose gaff had been shot away, are thought to have had enough of it; for, instead of keeping engaged with the Menelaus, which would have insured her capture, or, more probably, her destruction, they shamefully, with cries of "*Vive l'Empereur*," ran into Toulon.

Sir Peter Parker's object now was, to get to leeward of the enemy's fleet, where Admiral Hallowell's squadron was, hull down, consisting of the Malta, Kent, Centaur, and Repulse. In the crippled state of the Menelaus, however, that appeared impossible to effect. He resolved, therefore, to steer for the headmost ship of the enemy's line, which, instead of keeping her wind, and laying the Menelaus alongside, which she had it in her power to do, steered parallel. This was a fortunate circumstance; as, on her firing her broadside, and putting her helm down, the Menelaus's helm was instantly put a-weather, and she thereby got to leeward of the enemy's fleet, whither they were afraid to follow her, in consequence of the situation of Admiral Hallowell's squadron; though, beating with a strong lee current, they could not have given the Menelaus any assistance.

The British fleet were seen only at intervals, to leeward, from the mast-head.—It was now noon: the crew of the Menelaus turned to, got up another fore-top mast, spliced and replaced her rigging (which had been shot to pieces by the frigate's grape, that also hulled her), and repaired her sails; and, with top-gallant-yards across, before sun-set she reconnoitred over St. George's Gap.

To the above sketch, Sir, I now beg leave to add Sir Peter Parker's public letter to the commander-in chief, on the subject:—

" SIR, *H.M.S. Menelaus, off Toulon, May* 30, 1812.

" I have the honour to inform you, on the morning of the 29th inst. an enemy's frigate and brig were discovered, in Hieres bay, steering, with the wind easterly, for the Petit Passe, evidently with the intention of getting into Toulon; but, on seeing H.M.S. under my command make sail to cut them off, and having answered signals from their commander-in-chief in that harbour, they took in their studding sails, and hauled the wind, until the French fleet, consisting of eleven sail of the line, and six frigates, came out of port, causing the frigate and brig to bear up to join them.

" Although, from the superior force I now had to contend with, I could not flatter myself with much prospect of success, yet I considered it my duty to bring them to action, which was done close under the batteries of Escamberon.—The Menelaus was necessarily exposed to a warm and raking fire, going in, and some time elapsed before it was returned. Soon after, however, I had the mortification to see our fore-top-mast shot almost in two; and thus I was obliged to relinquish the idea of attempting any thing farther, and am indebted to the superior sailing of the ship, and the extraordinary conduct of the enemy, for greater ills not befalling us; for, independent of the inability of carrying sail on the tottering top-mast, we appeared as it were surrounded; the enemy's ships being to leeward, and the advanced ship of the line having fired her broadside, tacked, and stood in; added to which, Admiral Hallowell's squadron were so far to leeward, as not to afford a hope of any assistance from them; and our fleet were seen from the mast-head.

" As this affair took place under the enemy's batteries, at the mouth of their harbour, I trust that, notwithstanding the unfortunate circumstances attending, to foil our endeavours, I may be permitted to speak, in terms of admiration, of the gallantry and good conduct of Lieutenant Mainwaring, first of this ship, which was only equalled by that of my officers and ship's company.

" Our loss is confined to masts, sails, and rigging.

" I have the honour to be, Sir,

" Your most obedient humble Servant,

" PETER PARKER, Captain."

" *To Vice-admiral Sir E. Pellew, Bart.*
Commander-in-chief, &c."

I have reason to believe, Sir, that the conduct of Sir Peter Parker, on this occasion, met with the entire and cordial approbation, not only of the commander-in-chief, but of the whole fleet. One of the officers of the fleet is known to have thus expressed himself:—" He (Sir Peter Parker) shewed as much ability and judgment, in working to windward of the enemy, as he had evinced gallantry in pushing the first attack."

It will be seen, by the following additional public letters from Sir Peter Parker (the second of which is an historical document of some importance), that, for some weeks previously to the affair with la Pauline, and l'Ecureuil,

the Menelaus had been employed in reconnoitring the enemy's force in Toulon; and that, on the 12th of May, she was engaged with the whole French fleet, under their batteries, and gave one of the line-of-battle ships such a dressing, as compelled her to go into the inner harbour. In this instance, the spirit and perseverance of Sir Peter Parker preserved H. M. sloop Pelorus from falling into the hands of the enemy.

" SIR, " *H.M.S. Menelaus, April* 19, 1812, *off Toulon.*

" Having availed myself of the favourable circumstances which presented themselves yesterday, to reconnoitre Toulon, I have infinite satisfaction in enclosing a most accurate statement of the enemy's force; and as you must have observed the manner in which this service was effected, it remains for me only to acquaint you, the enemy's fire was silenced by that of the Menelaus, which caused an explosion of the fort; and, for the whole, I am indebted to the zeal and gallantry that inspired my officers and ship's company.

" I have the honour to be, Sir,

" Your most obedient humble servant,

" PETER PARKER."

" *To Vice-admiral Sir E. Pellew, Bart.*
Commander-in-chief, &c."

" SIR, " *H.M.S. Menelaus, off Toulon, 18th May,* 1812.

" I have the honour to enclose the reports of the in-shore squadron, since my last return, by the Imperieuse. The enemy, you will observe, have been reinforced by a frigate from the westward, but are otherwise in the same state; one three-decker, with fore and main-top-masts struck, in the outer harbour, being the only difference; and one two-decker, apparently new, I conclude has come from the inner road.

" While writing this, the enemy came out, twelve sail of the line, and seven frigates. A line-of-battle ship, and two frigates, were sent in chase of his Majesty's squadron (as per margin); * the rest of their fleet edging down, towards the chasing ships. My object was to lead them to leeward; but the Pelorus sailing badly, her fate now became doubtful; when the squadron under my orders shortened sail, and hoisted their colours. The enemy, seeing our determination not to part with his Majesty's sloop, relinquished the chase.

" I trust this little affair will appear as creditable to his Majesty's arms, as disgraceful to the enemy. Suffice it to say, nothing could exceed the exemplary conduct of all ranks and classes in the squadron.

" My acknowledgments are particularly due to the Hon. Captain Cadogan, Captains Mounsey and Rowley; and I trust I may be permitted,

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* Menelaus, Havannah, Furieuse, and Pelorus.

once more, to mention the attention and assistance which are ever afforded me by Lieutenant Rowland Mainwaring, first of this ship.

" I have the honour to be, Sir,

" Your most obedient humble servant,

" PETER PARKER."

" N. B. Four of our fleet hove in sight, to leeward, during the end of the chase.—P. P."

" *To Vice-admiral Sir E. Pellew, Bart.*
Commander-in-chief, &c."

To this official statement, it deserves to be added, that the shot from the Menelaus had considerable effect on the French three-decker; eight or ten of them having struck her hull, and wounded one or two men; a circumstance which has been reported, on the authority of some French deserters, by whom it was spontaneously related, to have thrown the admiral into a great rage!

I am, Sir, your's, &c.

A FRIEND TO THE NAVAL CHRONICLE.

MR. EDITOR, 11*th March*, 1813.

HOWEVER much the gradual developement of American politics may have deservedly sunk them in British estimation, the great bulk of this kingdom felt an unfeigned inclination to avoid a rupture with those who, by habits, language, and blood, so nearly assimilate to ourselves—nay, I believe nothing short of the unnatural and misguided spirit of enmity to England, and of infatuated favoritism towards France, which the government of the United States has at length openly displayed, could have rendered the war, what it now undoubtedly is—*popular*.

Thus far the temporizing and voluminous diplomatic discussions, in which the last few years have been past, have had their good effects, by convincing even the warmest advocates of peace of its necessity and justice. Efficacious measures on our part can alone now recal the deluded faction, which sways the counsels of America, to a conviction of the unfounded and inadmissible nature of their claims—claims which none, who did not basely wish to strike at the root of British independence, could have asserted:—and by efficacious measures we must likewise hope to rekindle in the breasts of its population, that love of freedom, and detestation of oppression, which the land of their ancestors has been for twenty years struggling to support.—If, unhappily, this disreputable prejudice towards us is destined to continue, their puny efforts, I trust, against our dearest interests, will be vain, and the issue of them, disgrace. Hereafter, their posterity will blush at the retrospect, that their forefathers, in *theory* professing to be free, should *practically* stamp themselves hypocrites—avow liberty in the abstract, whilst they become proselytes and abettors of the foulest system for the world's degradation, that ever man devised:—an example to after ages, of dishonour and ingratitude: *dishonour*, in lending themselves to a tyrant's cause: *ingratitude*, as an infant state rancorously and wantonly opposed to the very existence

of the parent stock, under whose fostering and powerful wing she was nurtured into being.

England, thus situated, is called on to put forth its utmost strength :—to wield the sword with rigour against such intemperate arrogance :—to sheath it with gladness whenever reason resumes its influence over such infatuated counsels. The longer the war rages, the more inevitable is the day of retribution to America. Premature exertion will enervate her sinews—disaster blight her commerce, and disgrace stain her already precarious reputation.

If this is reasoning too much like an Englishman, I will for a moment suppose the Quixotic dreams of our confederate foes realized to the full, and Britain, lofty Britain, prostrate at the feet of Buonaparte and Madison—I would then ask, is there an American, who sincerely loves freedom, that doubts the fall of England would not be the funeral knell of his rights?—Who does not clearly see, that poised as the world now is, this kingdom is the flag-staff of liberty's standard, and if we sink, it inevitably sinks with us?

ÆOLUS.

MR. EDITOR,

ON the 13th November, the marines of the Bacchante and Eagle were landed on the beach near Fesano, a small town about eight miles from Pola, where a large quantity of timber had been discovered. As much was brought off as possibly could, and the people re-embarked without opposition. Next day they re-landed, assisted by the Achille's boats (which ship had been becalmed the preceding day at a distance in the offing), and brought off as much as could be stowed on board the Bacchante: 30 pieces were obliged to be burnt. In compliment to Captain Hoste (who had first discovered this timber), Lieutenant O'Brien was entrusted with the command on this day. It was all government timber—oak—and marked with the broad arrow same as ours. The enemy had 300 soldiers at Pola, but they made no effort to interrupt its being carried off.

Admiral Freemantle, on their arrival at Lissa, spared a transport brig to carry the timber to Malta.

Off Corfu, in the latter end of December, the Bacchante took two vessels, laden with wine, from Tarento for Corfu.

On the 6th of January, at day-light, between Fano and Otranto, the Bacchante's found themselves close to five gun-boats; two made off for Fano, and were followed by the Weazle brig, and the Bacchante's yawl, under Mr. Webb, master's mate; these were finally taken by Mr. Webb, before the brig could get up, and without loss.

The other three stood for the Italian shore, followed by the Bacchante's other boats, under Lieutenants O'Brien, Hood, and Gosling; and Lieutenant Haig, of the marines; Messrs. Few, Hoste, and Waldegrave, midshipmen. One fought desperately, and as she swept very fast, the barge, under Mr. O'Brien, was, for half an hour, exposed to a heavy fire of grape; but, to the astonishment of himself, and all who witnessed it, not a man

hurt. The gun-boat had two severely wounded. The other two gun-boats struck, after exchanging shot at some distance for nearly two hours. They were commanded by Ensigns de Vaisseau; four had two great guns, swivels, and small arms, and 36 men; the fifth one gun, with 28 men.

On the 9th January, close in with Fano, Bacchante's boats took six vessels, out of a convoy of nine, laden with grain and sundries.

S.

MR. EDITOR,

AS the event of the actions between the United States and the Guerriere and Macedonian, has made a great impression on the public mind, and to superficial observers appears to have tarnished the glory of the British flag; while those malignant spirits amongst us, who are unworthy of the country in which they live, and ever ready to grasp at any misfortune that befals her arms, seize the opportunity to hold out the superior acquirements and bravery of the Americans, in order, *if possible*, to spread discouragement through the naval force of the country, and throw odium on the British government, because it does not choose to sacrifice the essential interests of the country to an American faction, leagued with France; it may not be unnecessary to place those occurrencies in the point of view in which they ought to be seen. Those men, superlatively wise; who know all things; can foretel all things; those invulnerable heroes upon paper, who can marshal armies, make attacks, order retreats, conduct sieges, cut off supplies, surprise detachments and armies; manœuvre fleets, and command ships in a manner altogether unknown before their day; but who have never given mankind any practical proofs of their boasting; when they should scatter a little experimental and professional knowledge amidst their censorious observations, and unfounded representations, to make their writings savour a little more of truth. However the events may be lamented, it cannot be doubted, but a simple and fair representation of facts will satisfy the country, that her naval flag has not been disgraced, and that she has nothing to fear from American prowess more than from some other nations; for instance, the Dutch and Danes, whom she has vanquished in close and bloody conflict. I believe few in this country, previous to the capture of the Guerriere, had any idea of the strength of the large American frigates, *as they are called*, their tonnage, weight of metal, number of guns and men, being superior to any class of ships in the British navy, under a sixty-four; and far superior to this rate, or even a seventy-four, if blowing weather should prevent their lower deck ports from being opened. The English fifty-gun ships fight on a side, *eleven twenty-four pounders*, *twelve twelves*, and *two or three sixes*, with a complement of 350 men. Any one who knows the effect of the discharge of two tier of guns against a ship that may carry the same number of cannon and men, but is of one deck, will affirm that neither the Guerriere nor Macedonian would stand any chance against a ship of this class, if she could fight her lower battery, unless some mischance of loss of masts or sails should befal her; what then are they to do

against a discharge of *sixteen twenty-four*, and *eleven forty-two* pounders, manned by a chosen crew of *four hundred and seventy-eight* men? I say nothing of the probability that another twenty-four pounder, and the travelling carronade, were also brought into action.

The disasters that befel the British frigates, appear to have been occasioned by the great disproportion of the weight of metal, and its collected effects when discharged near; while it was only opposed by the discharge of *fourteen eighteen-pounders*, and *six or seven nines*. The Guerriere was considerably short of her complement of men, and the early fall of her mizen-mast, exposed her, in close action, to all the advantages of superior metal, superior numbers of guns and men, and the *sweeping discharge* of a battery of *forty-two pounders*, equal in number to the lower-deck of an English fifty-gun ship, besides another battery of *twenty-four pounders*, of equal weight, and superior in number by four, to the discharge of the lower-deck of a ship of sixty-four guns. When close battle was determined upon by both sides, seamanship had little to do with the conflict, and experience and vigour must fail before such a prodigious disparity of numerical force.

It appears by Captain Carden's letter, that the hour that he engaged the United States at some distance, she had not gained any advantage; but as soon as he became exposed, by close action, to the full effects of a battery of *eleven forty-two pounders*, or more probably twelve, by the travelling carronade, he felt and perceived his enemy's superiority. As the carronades are an uncertain shot at a distance, it is probable, the United States might have suffered equally with the Macedonian, if the action had continued at the first distance. British officers have not been accustomed to find any disadvantage from close action, but the contrary; but here they have evidently a new species of force to contend with, not in the possession of any other nation. There can be no doubt, but if Captains Dacres and Carden had been in the United States, manned with British seamen, even *an hundred* short of the number of Americans on board, and Captain Hull had been in the Guerriere, and Commodore Decatur in the Macedonian, with any 300 picked Americans, but they would have shared the fate those frigates have done. Far be it from me to wish in the smallest degree to undervalue the bravery of an enemy; but the simple fact speaks for itself. Who is found to assert, that if the United States had been manned with Frenchmen, the two British frigates would not have shared the fate they have done? Or if they had engaged a French ship of two decks, equal in force to an English fifty, and had been captured by her, would the nation have thought the British flag tarnished by the event. How much less, then, when captured by a ship so superior every way to an English ship of fifty guns, in size, in weight of metal, and in number of men, carrying 128 more? But she is called a frigate; so might the Britannia if cut down, and she is not equal in length to the United States.

He who accounts the difference in number of guns and men, and weight of metal, as of little consideration, either manifests a gross ignorance of the subject, or a wilful intention to degrade the glory of the British arms.

To place the subject in a light easily comprehended by every person of common understanding, let it be supposed, that five men, chosen indifferently, with sticks, the size of a man's thumb, should meet eight chosen men, five with sticks much superior, and three with those of double the size, and they engaged in close conflict; would the superior number and weight of blows on one side, not be more than a match for any skill that might be on the other?

There can be no doubt that the Americans are highly flushed with their success, the effects of numerical force; and it is said now to be confidently affirmed in that country, that "*an American ship of war is more than a match for a British ship of the same force.*" This opinion may probably involve them in much expense and calamity; but it is one which no British seaman can hear without scorn. There are unfortunate events which man cannot controul; but when the Americans come to contend with Britain, gun to gun, calibre to calibre, man to man, perhaps she may have occasion to lower the tone of her boasting.

Whatever may be the sarcastic remarks of unprincipled writers, respecting *sobriety*, *vigilance*, *attention to the crew*, and the charm being dissolved respecting the qualifications necessary to form able officers of marine, from those, who, like the snake in the fable, would sting the government of this country to death, under whose paternal wing they have risen from penury to affluence, which has begotten a proportionate degree of presumption and ingratitude, the glory of the British navy rests on a foundation not to be shaken by partial failures against a superior force. It has triumphed over combinations of powers, that would have overwhelmed America, had her energies been four times greater than they are; had her navy been twenty times more formidable than it is. It is a power that has even protected America from the ambitious grasp of France. It is a power that will eventually make her feel the strength of Britain's arm, and the indignation of her soul at wanton aggression, and the aspersing of her arms; and that will no doubt come out of the conflict with undiminished glory and fame. I am, &c.

ARION.

MR. EDITOR, *Dover, 6 March*, 1813.

THE subject on which a correspondent has lately addressed you, under the signature of C. D.* is one which has occasionally attracted my attention, and has led my mind to reflections nearly similar to those of that writer. I am, therefore, glad to find myself enabled to offer him, and your readers at large, some information, which warrants the satisfactory speculation of seeing that objectionable nomenclature, at present too prevalent in the navy, superseded by a more rational and appropriate system. I hand you a correct list of all the ships of war building, re-building, cut-down, ordered to be built, or contracted for; together with an estimate, distinguishing the charge of their hulls, masts, yards, rigging, and stores, as far as the same was made up officially on the 30th of January last.

* See a letter on the nomenclature of the English navy, dated 8th February, 1813, at page 120 of this volume.

PLACE	Guns.	SHIPS' NAMES.	Time of Completion.	Charge of their Hulls, Masts and Yards.	Charge of their Rigging and Stores.	Total.
				£.	£.	£.
DEPTFORD ..	80	Cambridge	Uncertain	5,100	.....	5,100
	74	Blenheim	Mar. 1813	11,461	14,647	26,108
	50	Salisbury	Dec. 1813	28,920	8,323	37,243
	36	Tartar	Oct. 1813	24,600	7,987	32,587
	Brig	Pandora	June 1813	4,000	3,126	7,126
	74	Hero	.....	12,880	.....	12,880
	36	*Blonde*	.....	5,060	.....	5,060
	—	Brilliant	.....	3,040	.....	3,040
		Longboat	.....	775	357	1,131
WOOLWICH..	120	Nelson	Oct. 1813	79,716	18,853	98,569
	74	Redoubtable	Dec. 1813	23,627	9,809	33,436
	38	*Forte*.....	Nov. 1813	22,564	8,942	31,506
	Sloop	Wolf.....	Mar. 1813	2,724	1,851	4,575
	74	Black-Prince	.....	16,505	.....	16,505
	—	Boscawen.....	.....	291	.....	291
	—	Hawke	.....	289	.....	289
	50	Isis	... .	118	.....	118
	Sloop	Lynx	.....	5,979	2,724	8,703
CHATHAM ..	120	Howe	Sept. 1814	50,280	.....	50,280
	74	Defence	July 1814	30,465	.....	30,465
	—	Hercules	Uncertain	10,500	.....	10,500
	38	Lively	May 1813	7,471	7,846	15,317
	Sloop	Bacchus	Mar. 1813	2,717	3,861	6,578
		Sheer-Hulk	May 1813	2,539	460	2,999
	100	Prince Regent....	.....	5,000	.....	5,000
	98	Trafalgar	.....	10,000	.....	10,000
	74	Minotaur	.....	10,500	.....	10,500
	38	Diamond	.....	4,000	.....	4,000
	—	Majestic ct. down	Mar. 1813	12,000	14,632	26,632
	—	Monarch ct. down	Mar. 1813	12,000	14,632	26,632
PORTSMOUTH	74	Vindictive	Nov. 1813	30,887	7,631	38,518
	Sloop	Grasshopper	April 1813	4,207	2,040	6,247
	98	Princess Charlotte	.....	7,000	.....	7,000
	80	Talavera	.....	14,000	.....	14,000
	74	Pitt	.....	15,671	.....	15,671
	36	Pallas	.....	16,646	4,013	20,659
	Sloop	Icarus	.....	3,000	.....	3,000
	74	Resolution, ct down	.....	12,000	14,632	26,632
PLYMOUTH..	120	St. Vincent	Uncertain	31,000	.....	31,000
	50	Jupiter	Uncertain	11,300	.....	11,300
	36	Creole	1813	11,012	5,762	16,774
	120	Britannia	.....	14,300	.....	14,300
	98	London.....	.....	12,000	.....	12,000
	74	Agincourt..	.....	9,650	.....	9,650
MILFORD	74	Rochfort	June 1814	23,090	.....	23,090
	20	Myrmidon	1813	6,309	2,500	8,809
	—	Valorous	.....	3,118	.....	3,118

MERCHANTS' YARDS.

PLACE.	Guns.	SHIPS' NAMES.	Time of Completion.	Charge of their		Total.
				Hulls, Masts and Yards.	Rigging and Stores.	
River Thames ..	74	Benbow	Jan. 1813	8,427	.....	8,427
Frinsbury.....	50	Romney	Uncertain	12,386	9,875	22,261
Bursledon	38	Sirius.....	April 1813	17,863	.....	17,863
Warsash	—	Laurel	May 1813	15,663	4,432	20,095
River Thames ..	36	Ister*	Aug. 1813	13,553	9,024	22,577
Frinsbury.....	—	Tigris*	Oct. 1813	12,450	7,465	19,915
	—	Scamander*	Oct. 1813	12,450	7,465	19,915
	—	Orontes*.....	Oct. 1813	12,450	7,465	19,915
Rochester	—	Eridanus*.....	Oct. 1813	12,450	7,465	19,915
Fishbourne	—	Tagus*.....	Aug. 1813	13,152	4,013	17,165
Dartmouth	—	Dartmouth	Feb. 1813	7,886	.....	7,886
River Medway .	—	Euphrates*	Nov. 1813	13,152	4,013	17,165
	Brig	*Epervier*	Jan. 1813	2,627	3,861	6,488
Ipswich.....	—	Fly	Feb. 1813	4,081	3,861	7,942
	—	*Jaseur*	Feb. 1813	4,081	3,861	7,942
Redbridge	—	Challenger.....	May 1813	6,215	2,040	8,255
Sandwich.....	—	Argus	April 1813	5,095	2,040	7,135
Lynn	—	Halcyon	April 1813	5,095	2,040	7,135
	—	Penguin	June 1813	6,215	2,040	8,255
Southampton ..	—	Carnation.....	Aug. 1813	6,215	2,040	8,255
Bridport	G.-brig	Plumper	June 1813	2,300	1,520	3,820
	—	Swinger	May 1813	2,300	1,520	3,820
Topsham	Bomb	Vesuvius	April 1813	5,761	2,100	7,861
	—	Terror.....	May 1813	5,761	2,100	7,861
Biddeford.....	—	Belzebub	June 1813	7,661	2,100	9,761
River Thames ..	38	Cydnus*.....	.....	19,452	7,051	26 503
	—	Eurotas *.....	.....	19,452	7,051	26,503
	—	Niger*	.....	19,452	7,051	26,503
	—	Meander*.... ...	.....	19,452	7,051	26,503
	—	Pactolus*	.....	19,452	7,051	26,503

* Partly of fir, to be furnished by government.

PLACE.	Guns.	SHIPS' NAMES.	Time of Completion.	Charge of their Hulls, Masts and Yards.	Charge of their Rigging and Stores.	Total.
				£.	£.	£.
Fishbourne	—	Tiber*....	.....	19,452	7,051	26,503
River Thames ..	36	Hebrus*	.....	17,463	7,051	24,514
	—	Granicus	.....	17,463	7,051	24 514
	38	Araxes*	.....	19,452	7,051	26,503
	—	Tanais*.....	.....	19,452	7,051	26,503
	36	Alpheus*	.....	17,463	7,051	24,514
	20	Cyrus	.....	9,005	3,342	12,347
	—	Levant.....	.....	9,005	3,342	12,347
	—	Medina	.....	9,005	3,342	12,347
River Thames ..	20	Falmouth	.....	9,005	3,342	12,347
	—	Cyrené	.....	9 005	3,342	12,347
	—	Barbados	.....	9,005	3,342	12,347
	Brig	Alert.....	.....	7,328	2,040	9,368
Rochester.....	—	*Confiance*	.....	7,328	2,040	9,368
Redbridge	—	Elk	.....	7,328	2,040	9,368
Ipswich.....	—	Harlequin.....	.....	7,328	2,040	9,368
	—	Harrier	.....	7,328	2,040	9,368
Biddeford.....	—	Mohawk	.....	7,328	2,040	9,368
Topsham	G.-brig	Adder	.....	4,317	1,521	5,838
	—	Clinker	.....	4,317	1,521	5,838
Hythe	—	Griper	.....	4,317	1,521	5,838
Biddeford	—	Mastiff	.....	4,317	1,521	5,838
	—	Peiker	.....	4,317	1,521	5,838
Redbridge	—	Snapper	.....	4,317	1,521	5,838
River Thames ..	40	Liverpool*.....	.....	25,014	8,000	33,014
	—	Glasgow*.....	.....	25,014	8,000	33,014
	—	Severn*	.....	25,014	8,000	33,014
	—	Liffy*	.....	25,014	8,000	33,014
	—	Forth*	.....	25,014	8,000	33,014
	Sloop	Eden.....	.....	10,828	3,342	14,170
	—	Mersey	.....	10,828	3,342	14,170
	—	Tyne.....	.....	10,828	3,342	14,170
	—	Tees	.....	10,828	3,342	14,170
	—	Tamar	.....	10,828	3,342	14,170
	—	Menai	.....	10,828	3,342	14,170
	—	Conway	.....	10,828	3,342	14,170
	—	Dee	.....	10,828	3,342	14,170
	—	Wye.....	.....	10,828	3,342	14,170
	—	Fowey	.....	10,828	3,342	14,170
	—	Esk	.....	9,005	3,342	12,347
	—	Leven	.....	9,005	3,342	12,347
	—	Spey.....	.....	9,005	3,342	12,347
	—	Tay	.....	9,005	3,342	12,347
	—	Carron	.....	9,005	3,342	12,347
	—	Bann.....	.....	9,005	3,342	12,347
	—	Larne	.....	9,005	3,342	12,347
	—	Slaney	.....	9,005	3,342	12,347
	—	Lee	.....	9,005	3,342	12,347
	—	Erne.....	.....	9,005	3,342	12,347

* Partly of fir, to be furnished by government.

C. D. will doubtless be glad to find in this list but four names of the obnoxious description he has justly animadverted upon, that is to say: *Blonde, Forte, Epervier, Jaseur;* which indisputably ought, on the present occasion of entire rebuilding, to be represented by translations, or their equivalents in the vulgar tongue.

Having thus paid due regard to the useful labour of your correspondent, he must not take it amiss if I observe, that some of his own neology is not proof against criticism. As I am only a sort of touch-and-go-writer, I shall limit my objection to a score of his appellatives that I cannot allow to pass muster, as being either incorrect, trivial, or otherwise unsuitable to a national object; that is to say:—" Chloë, Down-*shire*,* Harcourt, Manchester, Leonora, Angelina, Romeo, Othello, Belinda, Norwich, Melrose, Lichfield, Rutland, Graham, Felicity,† Malvina, Selma, Evelina, Angelica, Constantia." Here I stop; but there were so many more names of the same boarding-school stamp dancing before my eyes in C. D.'s four lines of battle, that really I expected every instant to be astonished by Piccadilly, Rotherhithe, Tom-Thumb, or even by my own,

ROBINSON CRUSOE.

P.S. I cannot bring myself to take leave of C. D. after making such havoc in his fleet, without tendering him, as the best indemnification in my power, 30 good ships from my navy:—St. Patric, St. David, St. Andrew, Ulster, Connaught, Munster, Anglesea, Zetland, Orkney, Hebrid, Eddy-stone, Nore, Nile, Ptolomaïs,‡ Niagara, Ontario, Bosporus, Hellespont, Zodiac, Palaestine, Goodwin, Humber, Whale, Atlantis, Lundy, Wight, Arcturus, Pentland, Flamborough, Torrington.

R. C.

MR. EDITOR, *March 4th*, 1813.

NOTHING connected with the welfare and comfort of our brave defenders on the ocean, should be matter of indifference, either to their country, the board of Admiralty, or the officers in immediate command of these valuable men. Hitherto, it has always been difficult, often impossible, to procure the proper number of men wanted for our numerous fleets; and I much fear that this will continue to be the case, until their situation (much improved as it has been) shall be still more particularly examined into and meliorated. Desertion from the navy has, of late years, increased rapidly: in my opinion, it is almost entirely owing (for it is not the worst men, or most indifferent seamen who run), to the unneces-

* C. D. seems to be ignorant, that in Ireland there are no "shires;" the Anglo-saxon jurisdiction and customs not having prevailed in that country: where the municipal divisions are provinces and counties.

† This is nearly as *happy* a denomination for a death-dealing machine, as one that the writer recollects was born by an English privateer that cruised very destructively in the Levant Seas during the former American war, namely: the "Peace-and-Plenty."

‡ The antient appellation of Acre.

sary confinement they are subjected to on board, and the frequency and severity of corporal punishments in *some ships*, and *through the fleet*; for on board our men of war the duty is not laborious, and the men are well clothed and fed, sitting down comfortably to their meals, with every thing men in their situation can require. It is very certain, that, without a proper degree of discipline, a ship's company cannot be managed; but punishment ought not to be lightly inflicted, and the difference in this respect, in some ships, is very striking, and worthy of remark. In some of our men of war, it occurs every day; in others very seldom, and is matter of regret to the captain, who, on repeated offences, is obliged to punish with solemnity, and severity, for the sake of example. This must ever greatly depend on the character and disposition of the commanding officer; and it is still observable, that notwithstanding the examples which have so frequently occurred of late, and been so properly made, of officers of the first rank and family being dismissed their ships, and the service, for cruelty and oppression, there are still many (notwithstanding the private dismissals also of captains from their ships by the Admiralty, without a court martial, for the same cause), who are indeed brave officers, perhaps, as any in the service, but are tyrannical and despotic commanders, who are the cause of those men leaving his Majesty's service; nor will any thing again reconcile these poor fellows to it. They may be pressed; but, to them the service cannot again hold forth any inducement. I, therefore, hold it as a principle, that officers, while they require, and enforce a proper obedience to orders, cannot be too kind and considerate to their crews; and if there are not already standing orders for the regulation of the conduct of officers in this respect, it is indeed time that something of the kind should be immediately issued. In the present day, many commanders and captains of frigates are very young men, and although there are many exceptions, may be supposed, and are, indeed, very often found, to exact an unnecessary and ill-judged quantum of duty, as well as to inflict punishment, where the case does not require it, or where admonition and forgiveness would be far more likely to have the desired effect. The heart of a British sailor may be easily gained, if his officer takes the right method: a sailor's heart is brave; it is also kind: let but these be found *united* in their officers, and they will be at once respected and beloved by their crews. How different where fear and force are the only stimulants to duty and exertion! To corporal punishment I am a decided enemy, except in extreme cases. It is gradually giving place to a milder system in the army. I hope the same thing will also be considered by our naval commanders; besides gangway punishments, the flogging through the fleet is too often inflicted, generally for desertion. It is well known to be a most severe, nay, it is so cruel a punishment, that numbers never recover after being subjected to it. Why, therefore, should not this be commuted in the navy as is now the case in the army, into banishment or foreign service, for a certain number of years? It would equally answer the purpose intended. I am convinced one of the greatest of all drawbacks to our obtaining men for the navy is, the unnecessary confinement they are subjected to on board ship, when a little recreation ashore might be

allowed to those who have behaved well. The service would often allow of this, and I have myself known * captains, who reigned in the hearts of their crews, not from fear, but kindness and affection, who, when circumstances permitted, regularly allowed one third, or even half their crew, to go ashore; and I was told, and heard it with pleasure, that they could depend on every man returning, as they would not allow each other to desert, had any of them been so inclined. I am confident that this system, if followed more generally, would have the best effects, and the denial of leave on shore would then be no slight punishment.

I am glad to perceive, that the old plan of keeping ships and men abroad until the one could not swim, and the other were all dead or invalided, is now given up, five years being the longest period of service allowed at one time on any foreign station, and the men, on their return home, do in general get a short leave, to visit their friends, and enjoy their pay and prize-money. This should be uniformly given them, and for as long a period as the exigence of the service will allow, which should be explained to them when paid off. They have long been enabled to make their families comfortable at home, during their absence, by the excellent regulations adopted in the beginning of last war, for the payment of sailors' wives, &c. Their prize-money has been also increased, and it is, I think, very clear, that were a little more liberty and recreation ashore given to them when in port, and were corporal punishments inflicted less frequently, and the captains and officers ordered † to be more kind to, and careful of their men, the service of the royal navy would be much more popular with our brave tars, and in time their decided choice.

I shall conclude with requesting the attention, the serious attention of your naval readers, to the excellent letters of A. F. Y. in your 20th and 21st Volumes, on this, and other subjects; the two last letters more particularly apply. That very useful writer hinted, in his concluding one, that he meant soon to submit a plan for doing away the necessity of impressment. I hope this promise he will fulfill, and re-commence his valuable correspondence, which I am sure will merit, and I am inclined to think will receive, the most favourable consideration, from the first lord of the Admiralty down to the young midshipman about to pass for a higher rank; his remarks *may*, and I hope *will*, lead to much improvement in the service.

Well may we be content—allowed the use
Of past experience, and the wisdom gleaned
From worn-out follies, now acknowledged such,
To re-commence our voyage, in the hopes
Of fewer errors, in our onward course.

NESTOR.

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* One instance was in the Galatea frigate, in the West Indies, when commanded by Captain Murray Maxwell.

† I know this doctrine is contrary to that held and practised by Lord St. Vincent and his followers, from which, however, the navy has sustained a great loss of men.

MR. EDITOR,

TRAVELLING on Thursday, 17th instant, along the coast, about three miles beyond Donaghadee, I beheld a sight new to me, but I believe not uncommon in this part of the country. A brig from Greenock, bound for South America, freighted with light goods, was cast on shore on a point of land a short distance from the residence of —— Dunbar, Esq. The shore was crowded with upwards of 500 persons, men, women, and children, many of them up to the middle in water, others scrambling over craggy rocks, all of them eagerly engaged in dragging on shore, trunks, boxes, bales, ropes, sails, and whatever came next to hand.—Generous people! I exclaimed, as I stood at a distance on the road, thus to expose yourselves to such danger and fatigue, in order to save the property of strangers. Scarcely had the words escaped my lips, when I was alarmed by the report of fire-arms; and a ball whistling past at a short distance: immediately after, a man, who is a member of a yeomanry corps, crossed the field, carrying a quantity of white cloth under one arm, a ball having passed through the other. I now learned with surprise, that the people I thought actively employed in saving the property, were assembled, many of them from seven miles distance, in order to plunder and carry off what they could. This they attempted, in defiance of a strong guard of soldiers, and Custom-house officers, stationed for the purpose of protecting it.

The superior officers appeared to be actuated by a praise-worthy zeal for the preservation of what remained of the cargo, remonstrating against the impropriety of their conduct, and using every argument that might have a tendency to restrain them; where they found arguments unavailing (as was too frequently the case), they had recourse to more severe measures.

I wish it was in my power to say as much for the conduct of the inferior officers. I, indeed, observed, that while under the eye of their superiors, they exerted to the utmost, the authority with which they were invested, beating and abusing without mercy. But I was informed that this zeal of theirs only manifested itself in presence of their superiors, or against those wretches from whom they expected to reap no advantage. Their behaviour was different during the two nights the wind and waves were wafting the cargo on shore.

Covered with the veil of night, the neighbouring farmers, men of substantial property, who would have been ashamed to appear during the day, came with their servants and horses, not in order to pilfer a web or two, like the miscreants, who, regardless of shame, appeared in open day, but in order to carry off unopened boxes, trunks, and bales. Those, whose duty it was to protect the property, not only connived at these proceedings, but actually sold them the goods; and in many instances assisted in loading their carts and cars; besides these, they carried off many of the most valuable articles themselves, and permitted their friends and acquaintances to be sharers in the spoil.

Nor is this all, the most disgraceful part of these transactions remains yet to be told. There were seen engaged in this scene of plunder, seafaring men, masters and owners of vessels, some of them rich, and hitherto respectable, whose circumstances in life placed them beyond any temptation to the commission of a crime so mean and detestable; men who, from their situation and habits of life, should have looked with horror on such proceedings; and whose real and undoubted interest it is to endeavour to put a stop to such nefarious practices.

This traffic was so extensively carried on, that, although the whole of the light goods came on shore in a small car, yet not more than one-third has been recovered for the benefit of the owners. The rest have been carried off into the neighbouring towns and country, and is at this moment as publicly exposed to sale, as any articles of the kind can be. So devoid of shame are the plunderers, that they boast of what they have acquired, and expose it to dry with as little concern, as they would an article of bed or table linen.

Itinerant merchants, country farmers, their wives and daughters, are flocking from all quarters, in order to buy bargains; and so eager are they to purchase, that they very often pay more for the article, than it could be bought for in the town of Belfast.

In the mean time, the shore is infested with a crew of lawless ruffians, who go prowling about, under pretence of looking for shipwreck, but whose nightly practice it is, to carry off whatever is not too heavy for them.

I have given you this statement, in order to publish, if you think it worth your attention; perhaps, coming through the medium of your publication, it might put some of those concerned to shame, and bring others to a proper sense of their folly.

The facts above stated can be attested by numerous witnesses; and I have taken down the names of the different persons, alluded to, in my pocket-book, together with the witnesses of their conduct.

I remain, yours,

A TRAVELLER.

Donaghadee, December 21, 1812.

MR. EDITOR,

AGREEABLY to promise, I herewith transmit you lists of his Majesty's squadrons, at present serving in the East Indies, and Mediterranean;

And am, &c.

C. D.

Published 31 March 1813, by Joyce Gold Naval Chronicle Office, Shoe Lane, London

The Island of Alboran Mediterranean

Squadron in the East Indies.

Ships.	*Guns.*	*Commanders.*
Illustrious	74	Vice-admiral Sir S. Hood, Capt. Webley
Minden	74	—— Skene
Stirling Castle	74	—— Sir H. Popham
Cornwallis	74	—— Edgell
Leda	36	—— Sayer
Cornelia	32	—— Owen
Clorinde	38	—— Briggs
Manilla	38	—— D. H. Mackay
Africaine	38	—— Hon. E. Rodney
Java	36	—— H. Lambert
Dædalus	36	—— Mur. Maxwell
Bucephalus	32	—— B. Reynolds
Sir Ed. Drake	38	—— H. Peachy
Owen Glendower	38	—— B. Hodgson
Hussar	38	—— Hon. Geo. Elliot
Venus	36	—— Ken. M'Kenzie
Theban	36	—— S. T. Digby
Volage	22	—— S. Leslie
Hesper	18	—— H. Collier
Procris	18	—— J. Norton
Baracouta	18	—— C. Rayley
Samarang	18	—— Jos. Drury

Mediterranean Fleet—Stationed off Toulon, Sicily, and in the Adriatic.

Caledonia	120	Vice-adm. Sir Ed. Pellew commander-in-chief, Rear-admiral Js. Pellew, captain of the fleet, Captain J. Coghlan
Hibernia	110	Vice-adm. Sir S. Smith, Capt. C. T. Smith
Royal George	110	—— W. Cumming
St. Joseph	110	Rear-admiral Foote, Capt. Bourchier
Prince of Wales	98	—— J. E. Douglass
Union	98	—— Rolles
Ocean	98	—— Plampin
Barfleur	98	—— Sir E. Berry
Malta	80	Rear-admiral Hallowell, Capt. Inglefield
Ajax	74	—— Sir R. Laurie
Achilles	74	—— Holles
America	74	—— Jos. Rowley
Armada	74	—— Ch. Grant
Aboukir	74	—— Geo. Parker
Berwick	74	—— E. Brace
Blake	74	—— E. Codrington
Bombay	74	—— N. Thompson
Eagle	74	—— Ch. Rowley
Edinburgh	74	—— Hn. G.H.L. Dundas
Elizabeth	74	—— Hon. E. L. Gower
Fame	74	—— W. Bathurst
Invincible	74	—— Ch. Adam
Leviathan	74	—— P. Campbell
Milford	74	Rear adm. T. F. Fremantle, Capt. Markland
Pompée	74	—— Sir J. A. Wood
Revenge	74	—— Sir J. Gore
Repulse	74	Capt. Mowbray
Scipio	74	—— Hen. Heathcote
Swiftsure	74	—— E. S Dixon
Tremendous	74	—— R. Campbell
Resistance	38	—— Hon. H. Duncan
Bacchante	38	—— W. Hoste
Vo ontaire	38	—— Hon.G.Waldegrave
Apollo	38	—— B. W. Taylor
Unité	40	—— And. King
Euryalus	36	—— Usher
Alcmene	38	—— Graham
Aigle	38	—— Sir J. Louis
Ethalion	36	—— E. Heywood
Furieuse	38	—— Mounsey
Franchise	36	—— Buck
Havannah	36	—— Hon. G. Cadogan
Imperieuse	38	—— E. Chamberlaine
Iphigenia	36	—— F. B. R. Pellew
Menelaus	38	—— Sir E. Parker
Orlando	36	—— Clavell
Undaunted	38	—— Thomas
Thames	32	—— Ch. Napier
Curaçao	36	—— J. Tower
Castor	32	—— C. Dilkes
Cerberus	32	—— T. Garth
Cleopatra	32	—— S. J. Pechell
Druid	32	—— W. King
Rainbow	24	—— Wm. Hamilton
Comus	22	—— M. Smith
Cossack	22	—— Stanfell
Crocodile	22	—— W. Elliot
Ganymede	22	—— J. B. Purvis
Blossom	18	—— R. Rowley
Buzzard	18	—— J. Smith
Bustard	16	—— C. B. Strong
Badger	10	—— C. Hole
Columbine	18	—— R. H. Muddle
Cephalus	18	—— Ed. Flin
Crocus	14	—— A. Adderly
Eclair	18	—— J. Bellamy
Espoir	18	—— R. Mitford
Goshawk	16	—— Hon. W.J.Napier
Guadaloupe	18	—— A. Stow
Hyacinth	20	—— J. L. Manley
Imogene	16	—— Wm. Stephens
Kingsfisher	18	—— E. Tutton
Kite	16	—— E. Canning
Minstrel	20	—— J. S. Peyton
Minorca	18	—— R. Wormeley
Merope	16	—— J. C. Roberts
Nautilus	18	—— T. Dench
Onyx	10	—— C. Squire
Papillon	18	—— J. Hay
Pelorus	18	—— J. R. Rowley
Philomel	18	—— G. C. Guion
Weazle	18	—— J. Black
Pilot	18	—— J. T. Nicholas
Pylades	18	—— J. Wemyss
Paulina	16	—— W. Percival
Redwing	18	—— Sir J. G. Sinclair
Sabine	18	—— E. Wrottesley
Saracen	16	—— J. Harper
Sparrowhawk	18	—— J. Pringle
Swallow	18	—— J. R. Sibley
Shearwater	18	—— W. R. Smith
Termagant	20	—— W. R. Andrew
Scout	18	—— B. Crispen
Wolverine	18	—— C. Kerr

PLATE CCCLXXXIV.

ABORAN, Aboram, or Alboran, of which a view is here presented, is a small island in the Mediterranean, situated in a direction nearly E. from the Strait of Gibraltar, in latitude 36° N. and longitude 2° 32′ W.

The inhabitants of Aboran subsist chiefly by fishing.

HYDROGRAPHY, PILOTAGE, &c.

ENGLAND.

THE old steeple in Gorleston, about 100 feet high, which has stood and been a mark for ships passing through Yarmouth Road time immemorial, was, on the morning of 25th February, blown down in the gale.

IRELAND.

OFFICIAL notice has been issued, that the Light-house lately erected upon the island of Inishterhol, was to be illuminated on Wednesday the 17th March, and to be lit in future from sun-set to sun-rise. The light to be exhibited upon the revolving principle, and attain its greatest magnitude once in every two minutes.

Inishterhol Island is situated off the coast of Donegal, about eight miles east of Malin Head ;—its bearings, by compass, are from Tory Island, E. ½ S. 34 miles, and from Rachlin Island, N.W. b. W. 39 miles distant. North of the island of Inishterhol are several dangerous rocks, which extend from it nearly 2 miles.

*** None of the geographical sites of the above-mentioned places are given in the "Requisite tables." It would be highly acceptable, if officers employed on the Irish station, who may be readers of this CHRONICLE, would take the trouble of collecting and transmitting to this office, such positions on the coasts of that part of the United-kingdom as have been sufficiently well determined for hydrographical purposes.—(HYDR.)

SOUTHERN NAVIGATION.

HAVING got into the South Atlantic ocean, the navigator should pay more regard to getting south than east; that is to say, rather S.S.E. than S.E. supposing the wind enables him to chuse. This advice will probably be objected to—why not steer S.E. rather than S.S.E.; it cuts off so much distance? But admitting the force of this objection, let the navigator reflect that this fair wind, on which there can be no dependence, may leave him in the lurch in a parallel far short of where he might have got had southing been his due object, letting the easting come in only as a secondary or collateral consideration. In 1788, the brig Lively got from Falmouth to the latitude of the Cape of Good-hope in 31 days, keeping a good way to the westward of Madeira.

Having got well southward, it is not advisable to come near the Cape, if the navigator intends going without Madagascar; but to keep in latitude 36° to 37°. The variation of the compass determines the longitude nearly, although not so well as by lunar observations. It is not unadvisable to make Gough's island. [See the next hydrographical article.] In the case here supposed, the navigator ought to pay his chief regard to getting eastward, and not covet northing too soon, nor keep his ship right before the

wind (unless indeed that is her best quality of sailing), but remember that E.S.E. and E.N.E. courses combined differ not from E. studying the ease of the ship and her masts in the course he shapes; always allowing his officers a discretionary option of altering the course two or three points, according to circumstances of wind and sea, &c. From the longitude of 10° E. beyond the meridian of Madagascar, the wind will frequently veer from W. to S.W., S., S.S.E., and S.E.; and in the course of two or three days come round again to the western quarter. When this happens, let him keep his sails rap-full, and rely chiefly on his variation or observations for making Ceylon, or the Strait of Sunda.

Near the coast of Coromandel during the month of March, the weather is generally very mild, the sky serene, or if storms occur they are of very short duration. After midnight, the land wind blows from N.W. a little fresh, varying to S.W. and sometimes drops calm: but when it is a brisk gale it lasts uninterruptedly till nine or ten in the morning. About noon, seldom before, begins the sea-breeze from S.E. varying to E.N.E. and sometimes as far as N.E. These little shiftings happen particularly when a February moon continues long in March. Off in the bay of Bengal the winds vary from S.W. to S. and from E. to E.N.E. The currents change in like manner; but they are more subject to set northward, because the southerly winds are more prevalent: it is nearly the same along the coast. The currents are strongest in April and May; then they set N. and N.E. In these months also the breezes are freshest, and from S.S.E. In April it is seldom calm, but when the March moon is late, and before some gale of wind, or the return of the northern monsoon. Near the coast of Coromandel the return of the monsoon makes the April moon dangerous; but it does not always bring settled storms, only some hard squalls, with rain, that hold on and off two or three days. In this uncertainty, it is better during the moon to avoid danger, by sailing two or three leagues off shore, in 15 or 16 fathoms water. The above admonition relates only to this coast; for in the bottom of the bay the gales of wind and storms are more frequent and violent. The regular breezes already mentioned, that blow from S.S.E. commonly begin at nine or ten o'clock in the morning, and continue till the same hours at night, and are freshest when the alternate south-wester has been strong. In some years, about the end of April, the westerly winds blow for two or three days. The sky is generally clear; except sometimes in the evening it is cloudy in the western quarter, and accompanied by lightning. When it blows fresh in the day-time, the horizon is somewhat obscured to the eastward. In May the weather is more settled. In the morning the land breezes from S.W. to W. are generally pretty fresh: when they are very strong they last much longer than in April. This is the reason why the sea-breezes from S.S.E. to S. do not begin till the afternoon, and are consequently of shorter duration, not ending till nine or ten at night; this happens towards the end of this month, when it sometimes blows from W. to S.W. for three days together, strengthening about the middle of the day, as has been already observed. The daily interval between these winds is generally calm when they blow moderately, but when otherwise, the S.W. winds shift to S.

S.S.E. and S.E. In some years during this month there are squalls of wind that last an hour or two; but when attended with rain and thunder blow the less: these come mostly from N.W. seldom from eastward. In the bottom of the bay of Bengal the months of April and May are dangerous: for besides the hurricanes that blow violently in some years, there are heavy squalls from northward, which last five or six hours, sometimes longer, and recur every two or three days. During these two months the winds that blow in the offing are from S.S.W. to S.W. and in May, W.S.W. (*Byng, MS.*)

SOUTH-ATLANTIC OCEAN.

Diego-Alvarez (mentioned in the preceding article) bears from Tristan da Cunha about S. S. E. ½ E. distant 71 leagues. It has been called Gough's isle by the English, after Captain Charles Gough, of the ship Richmond, who was *thought* to have discovered it in 1732; but in fact it had been previously laid down in a Spanish map of 1534, by the name of Gonzalo Alvarez. Captain Vincent, of the Osterly, passed along it in March, 1758, but could not perceive any place where a boat might land, there being many rocks near the shore with a great surf on it. It appeared very high, the summit covered with clouds, and not discernible. Two runs of water and a few shrubs were seen; the island apparently very barren. These commanders seem to have passed it on S.W. side. Captain Gough made it bearing S.E. by E. distant 16 or 18 leagues, and observed 2 or three large runs of water falling from the hills. The journal of a Mr. N. Jackson, 3d March, 1732, describes this island to be about the height of St. Helena, but not quite so large. It seemed inaccessible for boats' landing, though smoothest on S.E. side; the wind then blowing from N.W. in strong gusts over the land. About two ships' lengths from the island there is a rock, with some small ones about it, which appears like a sail, but on a nearer approach it resembles a small church with a spire. Off the N.W. side appear two sugar-loafs, of considerable height, at a small distance from each other and from the island. On rounding the S.W. part of the island, two or three large streams of water are perceived pouring from the mountains as already mentioned; and two little rocks or islots, one of them resembling Egg island at St. Helena: but on the S.E. side no rocks are discernible except what are on the shore. The island was judged steep all around, as the water was not in the least discoloured. The hills appeared greenish at the S.E. side, and intermixed with shrubs, but no trees were visible. The squalls from the land prevented Captain Gough from sounding, or from sending a boat to examine the shore. Sea-weed and several oceanic birds were seen. American sealers have recently found means to land on this island, there being a small bay or cove, where the seals come on shore to bask, and practicable for boats.

Diego-Alvarez, till lately, has been placed on the charts in longitude 1½° or 2° W. of London [qu. Greenwich?] conformably to the position which Captains Gough and Vincent made it in by dead reckoning; which is about 3° more E. than the truth. And an American commander, who

was several months upon it killing seals, made it in about longitude 10° W. In Heather's chart this island is placed in latitude 38° 56′ S. longitude 11° W. which is wrong in latitude 27 leagues.

Comparative recapitulation of geographical sites :—

		Latitude S. °	′	*Longitude W.* °	′	
1732.	Richmond	40	15			
1738.	Osterly	40	19			
1800.	Coutts	40	19	9	38	chro. N. point in about 40° 15′ S.
				9	46	☾ ✱
	Dorsetshire			9	26	chr.
1803.	Ganges	40	18	9	31	chr.
1804.	Arniston	40	20	9	36	☉ ☾
				9	24	chr.
	Neptune	40	24	10	0	chr.
	Despatch (American)			9	50	☉ ☾
	6 ships, (mean)			10	0	☉ ☾ and chr.
	Mean. Lat.	40	19½ S.	9	41¾	W. Longitude.

The preceding observations refer to the centre of the island, which is about 7 miles in extent from E. to W. and about 15 or 16 miles in circumference.

The observations of Captain R. Torin, commanding the Coutts in 1800, are about the true mean of those of all the different ships. The chronometrical and lunar mean placing the centre of the island in 9° 42′ W. This correct and attentive observer has made in his journal, 21st October, 1800, the following observation :—

" I am not surprised at the error made in the longitude of this island, by the captain of the Osterly ; for in the Shrewsbury, 1776, after making St. Anthony, one of the Cape Verd isles, we found ourselves on the Abrolhos bank ; our reckoning then 9° 30′ E. of our true situation ! Had we fallen in with Gough's isle without having seen land or other means to correct our reckoning, we should have placed it nearly in the meridian of Greenwich, as must have happened to Captain Vincent ; lunar observations and chronometers not being then in use. (*Horsburgh's Sailing Directions*, part i, page 62.)

ORIENTAL SEAS.

CEYLON.

Remarks on board H.M.S. Belliqueux, commanded by Captain George Byng.

Trincomaley harbour : arrived 15th January, 1808 : sailed from thence on the 17th. Being at anchor in Nicholson's-cove, which is land-locked, the latitude could not be ascertained by meridional observation ; and the altitude was too great to obtain it by an artificial horizon. No opportunity of sights for the longitude, or variation of the compass. Nicholson's chart of the harbour has been correct as yet : our short stay in port prevented personal verification. Pilots are necessary, and are procured from

the master-attendant by making the requisite signal off the port. According to local information may chuse her depth of water for anchorage in Nicholson's, or Blackenburg's coves, as the soundings are regular. A squadron or fleet can anchor with perfect safety in Trincomaley; which appears to be an admirable port.* Our short stay would not allow of ascertaining the tides or currents. Wood in great plenty, and easily procurable from the master-attendant, or from the natives. Water in several of the coves, in small quantity, but perhaps sufficient for a squadron. Provisions or refreshments cannot be procured here, except bullocks; these are small and poor. Ships' boats can land any where; but the usual landing place is on Osnabrug point, or a-breast of the master-attendant's house; which is easily known, being a large white building in the inner harbour. The fortification which commands the harbour is fort Osnabrug; but our stay did not afford occasion for examination of it's form or strength. No shipping belonging to the place: what little trade is there, is carried on by *donnys* [qu ?] and other small craft. We had not much opportunity of acquiring knowledge as to the inhabitants; but believe their manners and customs to be similar to the other parts of Ceylon.

" Point de Galle: at anchor in the road, 7th February.

				°	′	″
⊙ Altitude observed				68	10	45
Error of sextant						15
				68	10	30
H. D.				—	4	40
S. d.				+	16	14
Sum of corrections				+	11	34
⊙ apparent altitude				68	22	4
Refraction						19
⊙ true altitude				68	21	45
				21	38	15
⊙ declination	15	33	56	15	37	55
Correction for 5 h. 30 m.	+	3	59			
Latitude				N.	6	0	20
Longitude by chronometer				E.	80	25	35
Variation by azimuth at 5 P.M.				E.	1	21	0

* It is understood that all our oriental naval establishments have been lately removed to, and are to be concentered at, Trincomaley.—(Hydr.)

" Point de Galle is easily known, coming either from east or west, by a part of the land which at 4 or 5 leagues distance makes like an island: as you approach it you will see the flag-staff, which is conspicuous; also a white church, which stands in the middle of the fortress. If coming from south, you will see a remarkable hill in-land, called the Haycock: when this bears N. b. E. or N.N.E. steer direct for it till you get sight of the flag-staff. In coming from west, and bound into the road, take care not to bring the flag-staff to the southward of E. to avoid some dangers 2 or 3 miles off shore lying to the westward of the Whale rock, which do not shew except the sea runs high; and when abreast of that rock (which is known by the breakers), pass it no nearer than 20 fathoms water: then steer for the anchorage. In coming from E. there is no danger ½ a mile off shore but what shews itself. Pilots are not required for the road; but are necessary for the harbour, which last is seldom entered by ships of war. Pilots come off to merchant ships when their signal is made. The best anchorage is, the flag-staff N. ½ E. or N. b. E. Whale rock N.W. b.W. Bellows rock E. by S. off shore 2¼ miles, in 18, 19, and 20 fathoms, fine sand. Ships' boats can land any where; but the wharf in the S.W. part of the harbour, leading into the fortress, is the preferable place. During the S.W. monsoon, this road is considered dangerous for ships; but in the N.E. a fleet may anchor with safety. Along this coast the currents are variable, and generally directed by the winds. Wood, plenty and cheap. Water is scarce in the dry season: but is believed to be at any time sufficient for a squadron. When the Monmouth and her convoy were in the road the tank was bailed dry: this was in March, 1807, a particularly dry season. When at anchor according to the fore-going bearings the watering place is found round a white bluff point, bearing N.E. where there is a wharf with every requisite convenience. The only provisions procurable here are bullocks; which are small, and require two or three days notice for the supply of a squadron. Fruit is in tolerable quantity, but vegetables are scarce. The fortifications are regular, and strong from natural position, on a peninsula, with a ditch across the isthmus. But the works are falling into decay, and in its present state Point de Galle is not susceptible of defense, if attacked by land or sea. The trade and shipping is on the same footing as at Trincomaley. The inhabitants, except the British garrison, are a mixture of Dutch, Portuguese, Cingalees, Moors, &c. Their disposition, religion, &c. are nearly the same all along this coast.

" Columbo: at anchor in the road, 26th March.

	°	′	″
⊙ altitude observed	85	2	15
Error sextant			15
	85	2	0
H. D.	—	4	40
S. d.	+	16	3
Sum of correction	+	11	23

⊙ altitude apparent					85	13 23
Refraction					—	4
⊙ altitude true					85	13 19
					4	46 41
⊙ declination	2	15	24 N.	}	2	10 12
Correction 5. 20.		5	12	}		
Latitude N.					6	56 53
Longitude E. by chronometer					79	57 30
Variation E.					1	15 0

" There are no dangers in entering Columbo road from south, except a small sunken rock called the ' Drunken-sailor' ; over which the sea breaks when running high. It lies W.S.W. from the flag-staff, off shore about 200 yards ; consequently it is easily avoidable. You may anchor in what depth of water you please, as the soundings are regular. Pilots are not necessary. The best anchorage is the flag-staff, S. 33° E. an old church on the hill, S. 29° E. South point S. 11° E. in 9 fathoms, soft mud : you will then be about 2 miles from the landing place. The smaller ships stand in till they shut the southernmost land in with the flag-staff. Boats land at a wharf leading into the fortress; which is easily perceived from the anchorage. We never used shore-boats. It is unsafe to anchor here during the S.W. monsoon : but a fleet is considered in safety during the N.E. monsoon. There is a small rise of the tide by the shore ; but nothing perceivable at the anchorage. Currents are changeable. Wood is plenty at a reasonable price. Watering is inconvenient. There is a small river with a bar at its entrance on the N.E. side of the bay, 5 or 6 miles distant from the ships, which river must be entered 8 or 9 miles before the water is found drinkable. In rafting off the water, there is a chance of losing several casks in getting over the bar. We tried to water twice : but found it so inconvenient, that we dropped the attempt. Provisions and refreshments are reasonable, but not in quantity sufficient for a fleet. The fortifications are regular ; but not in sufficiently good order for much defence. Columbo is the seat of colonial government for the island. A little coasting trade is carried on by small craft and *donnys*. Several company's-ships touch here in the season, and complete their cargoes with cinnamon ; of which the island produces a great quantity. Also arrack is distilled abundantly in Ceylon. The inhabitants are the same as at the two other places already described. Sailed from hence to the southward, 28th March."

SUMATRA.

Sir Joseph Senhouse has called the attention of the Hydrographer to Poolo-Pesang, an islet near the western coast of Sumatra ; and has obligingly contributed a MS. survey of the same, executed by himself, in

1768, when second mate of the Earl of Middlesex, East India ship, commanded by Captain John Hasell. The publication of the chart not suiting the present arrangements in the hydrographical department of the N.C. it is postponed: but we the more willingly revert to its subject, because it serves to complete the notice already taken of Croee, on the same coast, in this CHRONICLE: * this islot being one of the marks for that anchorage. Pesang, according to Sir Joseph Senhouse, is in latitude 5° 7′ S. and may be easily found out by the sight of Mount Poogong, an exhausted volcano in Sumatra, about 5 or 6 miles from the sea coast. The passage into the road is perfectly safe; there being nothing to endanger a ship but what is visible. The Earl of Middlesex's anchorage was about ½ a mile from the eastern side, in 11 fathoms, with Mount Poogong (of which there is a view in the survey) bearing N. 6 or 7 miles; and Cove point, also on Sumatra, bearing E.N.E. The survey is moreover accompanied by a view of the Devil's rock, which exhibits a remarkable appearance near the western side of Pesang.

Our constant and trust-worthy guide over the oriental waters, Mr. Horsburgh, gives the following brief notice concerning the same place; which we take this opportunity to subjoin.

"Poolo Pesang, in latitude 5° 11′ S. bears from the south point of Cawoor bay about S.E. b. E. distant 8 leagues: the coast between them is steep, and no soundings gotten except very close in. Point Poogong, about three leagues from Pesang, projects a little towards the sea; and Mount Poogong, in latitude 5° 6′ S. is a high remarkable mountain, situated near the sea, bearing nearly N. from the island, and may be discerned from the offing a great way. Pesang is of round form, about a mile in diameter, consisting chiefly of a bed of rock-chrystal, and on the east side between it and the main land, there is good anchorage and shelter from N. westerly winds, in 12 and 15 fathoms. The Revenge moored in 16 fathoms, with island bearing from S.W. ½ S. to W.N.W. Sillaloo rock, at Croee S.E. ½ E. extremes of Sumatra from S.S.E. to W.N.W. ½ N. and the rocks about 50 yards off the south-east part of the island S.W. b. S. southerly, distance from the island 3 cables' lengths, and from the main land ¼ mile. To the northward about half-way between the island and the main, there is a reef of rocks on which the sea generally breaks, having 12 and 16 fathoms on the south side, 20 fathoms on the west side, 12 fathoms foul ground northward; and about N. or N. b. W. from the reef there is a patch of coraline rock, with 2 fathoms on it, seeming to preclude any safe passage for large ships between the reef and the Sumatran shore: between the reef and the north-west end of the island, the depths are from 10 to 18 fathoms; but eastward of the former the water is shoal, with foul ground, generally from 4 or 4½ to 3 fathoms, on the visible patches of coral. This shoal water and foul ground extends from the north part of the island in a N.N.Easterly direction towards the main, so that it

* N. C. Vol. XXVIII. pp. 70, 130.

would be imprudent for a ship drawing much water to pass within the island; but a small ship, by keeping about 2 cables' length from the island, may come in from the north, or pass out that way. Wood and water may be gotten on the main, to the N.E. of the island; and the soundings are regular in the road from the east side of the island close to the shore of Sumatra. A reef lines the outside of Pesang, stretching to a small distance: from whence the depth increases quickly in standing southward; there being 36 and 40 fathoms water about ¼ mile off."

I. S. S.

NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

(Continued from page 140.)

BULLETIN THE FIFTH.

AT the usual hour, we commenced our peregrination, and were happy to find that our sick friend was fast improving. We walked a great distance this night, to endeavour to make up for the number of times we had been obliged to halt, and this exertion was very near proving dangerous. At day-light, Tuesday, Sept. 15th, 1807, we found ourselves in an open plain: two or three villages were in sight, but not the least appearance of a wood. We were determined, as our comrade found himself much better, not to approach any of those places: accordingly, we proceeded forward, avoiding them as much as possible. We perceived, when we had passed the first, a shrubbery, or young wood, adjoining the second; advanced quickly, and entered it at the part most remote from the village; it proved to be a nursery, and very thin: however, after searching some time, we discovered a tolerably good place, where we remained until the usual time to make a sortie, about 11. As we were passing a small village, excessively thirsty, and not being able to discover any watering place, we agreed to border close, in hopes of being able to procure some water at one of the wells, with which these villages abound. Messrs. A. and our sick comrade, were employed in getting some, while Mr. Tuthill and myself retired to a small distance, under cover of a quick-set hedge: two women and a man passed close by us; the women continued to walk on, but the latter halted, and turned on his heel—I was next to him; he eyed me closely, and exclaimed, Vous êtes Anglois! to which I replied, Je suis aussi bon François que vous je l'espère—the only time in the whole course of my life that I had felt afraid to acknowledge my country:—but since that period, I have been frequently under the necessity of being of different countries, and of assuming different names. The women hearing the conversation, called to the fellow, "to come along, and mind his own

business:" he appeared to wish to continue; but, upon their repeatedly calling to him, he parted. Had we not been contiguous to a house, his curiosity might have proved of a very disagreeable nature to him. Having been joined by our companions, we proceeded. At the break of day, Wednesday, September 16, 1807, we got into an excellent thick wood, and found a material change in the weather, as we advanced to the northward. Sometimes a sort of grey frost, which made us extremely cold, before the rising of the sun. Nor could we, at all times, receive the benefit of that heavenly body until noon, owing to the thickness of the part of the wood that we were (when practicable) obliged to occupy: here we found an abundance of filberts; we filled our pockets with them, and felt particularly happy at succeeding thus far. This was the last wood we expected to inhabit, prior to our seeing the sea-coast; and we were, at times, replete with the idea of its being the last night we should be in the land of tyrants. At the usual time we commenced our route, and left the town of St. Paul,* about two miles on our left hand side. At about 10, our progress was impeded by the river Canche: after examining it in several directions without success, we agreed to send Mr. A. to a farm-house, hard by, to inquire the nearest place that we could cross; he returned in a few minutes with one of the farmer's men, who had been desired to direct him, and assured us the people were extremely civil. It appeared to him to be a good place to get a supply of provision—we were excessively hungry—and as the passage across the river was immediately at the end of the farm-house, and as they had already discovered our number; we mutually consented to put the farmer's hospitality to the test, and, if possible, procure a supply. We advanced with the man, who shewed us in; were very kindly received by the master of the house, and conducted into a decent back room. The kitchen, when we first entered, was full of peasantry, at supper; it appeared that his harvest had been that day finished, and that he was giving his labourers a supper on the occasion: an old custom in that part of the country. Nothing could surpass the attention and goodness of this man; he supplied us with every thing his house could afford: it is certain, he took us for Frenchmen, and conscripts; as he would not accept of any payment, we made the servant that attended a present, and took our leave of this good man, full of gratitude for his kindness. We conjectured that we were not more than seven leagues from Estaples,† and as we were all in tolerably good spirits, even Mr. Essel, we determined to march that distance before day-light; therefore set out at a quick pace. Passed Hesdin ‡ about midnight, at a very respectful distance, Thursday, September 17th, and at day-light, to our great mortifica-

* A small town in the department du pas de Calais, province of Artois, about 15 miles from Arras, and 22 from St. Omers.

† This town is seated on the mouth of the river Canche; it has a tolerably good harbour for small vessels; and is said, by some, to be the Portus Itius mentioned by Cæsar.

‡ A strong town, seated also on the Canche. Philibert Emanuel, Duke of Savoy, and general to the Emperor, Charles V. built this fortress in 1554, after demolishing old Hesdin.

tion, we found ourselves at least three leagues from our intended place; the distance being much more than we supposed, on quitting the farmer's house. A bourg, called Neuville, lay immediately in our track, without our having any means of avoiding it, on account of the serpentine course of the river. No wood, or place to shelter us, in sight—a most critical situation—no alternative but to pass this town: we, therefore, pushed forward to get through, before many of the inhabitants were up, which we happily accomplished. However, we found the road was getting too populous, after we had advanced a little; consequently, as soon as we possibly could, we struck across the fields—no appearance of any wood—several people moving in different directions; and, among others, military men. We resolved to go into a small village contiguous, imagining that it would be less dangerous than to remain straying and wandering in open fields. We arrived about 8 o'clock at a hut in the village; avoiding a public house, as there are in general police officers or gens d'armes lurking about such places, when in the vicinity of large towns; and we were at this moment surrounded by dangerous places; *viz.* Montreuil,* Estaples, and in the route to Boulogne, which was about ten or twelve leagues distant. We asked the inhabitants, if they could provide us breakfast; they replied, yes, they would get us some milk-soup and bread. We approved of this repast very much, and, after paying them, we requested they would have the goodness to allow us to repose ourselves for a few hours, in some convenient place: this they refused; hinting, that they suspected we were deserters from the camp at Boulogne. We assured them, upon our words of honour, they were very much mistaken—that, on the contrary, we were going that way, but were so very much fatigued, and having a sick comrade, we wanted a little rèst; after importuning them a long time, and promising to reward them, they allowed us to go into a barn-loft, full of straw; we were particularly obliged to them, and perfectly contented with this apartment: but when about settled, and each covered over with straw, to our great mortification, and annoyance, the owner came, having repented of his granting permission to enter it, and insisted upon our instantly quitting his premises: all rhetoric with this fellow was in vain; we were obliged to quit our habitation, about 11 o'clock, and march, towards another more respectable village. We advanced now boldly, verifying the old proverb, "that necessity has no law." We inquired of a shepherd, on entering the village, if he could direct us to a public-house, and he pointed us out one. We advanced, but with little hopes of escaping from being discovered: however, we determined to call for a private room, the moment we arrived at the cabaret; being in hopes (if we could avoid police officers in passing to a private apartment) we might stand a chance to remain unnoticed until night. We succeeded in being supplied with some refreshments, and were provided with a suitable apartment immediately. The only person in the house was a girl, about 18 years of age; she made us a comfortable fire, and arranged two beds that were in

* This town is seated on a hill, at a small distance from the Canche; it has a castle, and is in a very strong position.

the room, for us to rest a little, if we wished. We pretended to be quite careless (seeing there was no danger), and asked her where her father and mother were? She replied, the former was watching sheep outside of the village; the latter was gone to Estaples. We found, by the description the daughter gave of him, that our landlord was the very man who directed us there. She asked us, if we were not conscripts going to the camp near Boulogne? We answered in the affirmative; and told her to be particular in preventing any person whatever from coming into our room, as we had a few affairs to settle. She promised she would—informed us there was then a gend'armie, in peasant's attire, in the kitchen, who had just come from Boulogne, with a party of people, to procure forage for the gens d'armes' horses quartered there. We informed her, we had not the least desire to see any body, except her father, with whom we wished to have some conversation. She promised to send for him, as soon as her guest in the kitchen had quitted. I must confess, I did not much approve of this fellow's being under the same roof with us; we were all a little uneasy. However, he soon parted; the girl sent for her father, and the mother also returned. We were in great hopes, that as these were very poor people, we might be able to procure a boat, through their acquaintance with some fishermen on the coast, and the influence of a few louis d'ors: convinced that nothing could be accomplished without this all-powerful metal, each began to search in the different parts of his garment, for his quantum. We had been obliged to take the precaution of stitching it in the seams, &c. to prevent losing it in case of being arrested. To our great sorrow, Mr. Essel discovered, that his money, to the amount of 45*l.* had slipped out of a pad made for the purpose, which he had kept in his neck handkerchief; nor could he recollect having untied it, but once, since we set out, and that was at the baker's cottage, where he suspected he had left it. This poor fellow appeared to be an honest kind of man, and as I before observed, behaved excessively kind to us: the loss was to us, at that moment, very considerable, but not irreparable, as we still had a tolerably good sum, and two gold watches; sufficient, as we trusted, to inspire the shepherd, and induce him to assist us: he arrived; and after taking every feasible means of enjoining secrecy, relying upon this fellow's honesty and good principles (as we informed him) we disclosed our situation, who we were, &c.; and promised to reward him very liberally, provided he could procure us a conveyance across the Channel. We were certain (as we observed), that he must have a number of seafaring acquaintances on the sea coast; and we would make it well worth their trouble. He hesitated very much at first: but having shewn him a purse, and repeating our promises of reward, he assured us, he would try every possible means; and that, at all events, he declared, we were perfectly safe under his roof, and he would proceed to see what he could accomplish. We were greatly elated, and were almost certain of succeeding, from his not raising any obstacles. Our anxiety for this fellow's return is not to be described; every individual that passed, appeared to be some body that he had sent, or was about to bring, to agree with us for our passage. The much-wished-for moment at length arrived. The old shepherd, with a demure

countenance, opened our door, and having closed it again with the utmost caution, began to inform us, that all his searches to procure a boat had been fruitless; that the fishermen all along the coast were obliged to bring their boats to Estaples, and lay them up there; whence they dared not move, without a passport from the commandant of the town, and a soldier, as a guard, in each boat, to prevent their having communication with the English cruisers, or going without the limits. They were under the necessity of going out and returning in the day-time only: he added, that we could not remain in his house any longer than the dusk of the evening, that he was obliged to return an account to the mayor of the village, of every stranger that might be in his house after dark; taking their passports at the same time for the mayor's inspection: and he concluded by observing, with a grave face, lifting his hat, and scratching his head, "I hope, gentlemen, you will reward me for my pains, and for keeping counsel." This relation of the wretched animal was so unexpected, and so contrary to what we had every reason to hope from his previous promises, that we were absolutely confounded. We stood amazed; staring at one another, and could not help observing, that it was the fault of his better half, who appeared to be a bitter detestable creature. She, no doubt, had been consulted; and her sour looks and conduct upon all occasions, convinced us our opinion was well founded.

Having nothing to expect from this good couple, we paid them for every thing in a very handsome manner, and at dark departed from them: they repeatedly threatened to bring the mayor to us, if we remained a moment longer; but all their threats were in vain, we were resolved not to move until dark, least we might have been arrested, or some plot have been laid by the inhospitable pair. We were now puzzled to know how to act, and imagined that the account given, with respect to the fishing boats, was partly true. Sometimes we supposed it would be better to proceed towards Rotterdam; at others we thought of crossing the Canche, and directing our course towards St. Vallery; but at last we all accorded unanimously to cross the river, as the safest method for that night, and then proceed to some villages that were close down on the sea coast. We were thus consulting, when the shepherd's daughter appeared, and told us, that her father had sent her to shew us a house, where we were certain of finding a person that would be of service to us, and who would put us across the river, which was by far the safest side. We thanked the girl, who appeared the whole evening very much affected at the conduct of her parents; and she returned, begging us not to mention, at this house, who had directed us there, which, of course, we promised, and performed. One was now deputed to go to reconnoitre the house; it was about 10 o'clock—the house on the side of the road—a number of soldiers passing on their route to the camp: this circumstance retarded our project, as we were obliged to keep within a hedge, until those fellows had passed, which was 11 o'clock. Then Mr. Tuthill (the deputed person) advanced, and in a short time returned, and informed us, that he had seen a man who had given him some hopes—that he would join us shortly; this was most welcome news. The person made his appearance, and told us he would

direct us to a friend's house on the other side; who would, he believed, do what we wished—My God! what joyful intelligence! his boat would put us across, as soon as she should be afloat; the tide of flood was then making, and he would return again to where we were in an hour; which was the time he supposed the boat would be afloat. We were now in wonderful spirits—changed our situation, lest this fellow might have been a scoundrel sent to deceive us, and placed ourselves where we could easily discover, whether he had any people with him when returning. At the appointed time he came, where he supposed to find us, by himself, which convinced us his intentions were more honest towards us than we supposed. In a few minutes we were transported to the opposite side, where he secured his boat, and guided us to the house above mentioned; assuring us, that they were people we could depend upon, and who had many friends, fishermen, on the water side: he would not enter the cottage, or hut, but quitted us at the threshold, having received a sufficient recompense for the trouble we had given: we knocked repeatedly at the door—it began to rain very heavily—nor could we gain admittance, until we had given repeated assurances that we were particular friends, who only wished to be sheltered a few minutes from the inclemency of the weather. These protestations at length gained us permission to enter. The man and woman of the house stared at us with great amazement; and finding that we were utter strangers to them, they begged to know our mission. We requested they would make themselves quite easy upon that head—that we were absolutely come as friends in distress, to solicit their assistance and protection; and not to do them the smallest injury. We then informed them, that we were Frenchmen, who anxiously wished to be transported, as quickly as possible, into some part of Normandy or Brittany. We made them handsome offers to encourage them, but without effect. The woman observed, that it was true, she had a brother, a fisherman, in a village on the sea coast, but his boat had been taken round to Estaples, and he was obliged, when he wished to go out to fish, to embark at that town, going through the forms already observed: this induced us to credit, in a great measure, what the shepherd had already stated. This history was also affirmed by the husband. They informed us, that on our arrival, they suspected us to be gens d'armes in disguise. These scoundrels, it appears, are frequently in the habit of imposing upon their poor countrymen in this manner. These good folks insisted upon our quitting the house: we pleaded the badness of the weather, begged of them to allow us a barn, cow-house, or even a hog-sty, sooner than be compelled to proceed any further in such inclement weather; they were, however, positive, and we were under the necessity of proceeding, literally in a deluge. They, however, had the goodness to point out a direction to us, that led to a barn at some distance from a farm-house: this barn, they observed, was full of hay, and very seldom visited, therefore, we could very safely remain concealed in it, until the following night: they advised us also to proceed towards Dieppe, or St. Vallery, as the most probable places for finding a boat. We were now once more in a wandering situation, found there was no confidence to be placed in any thing scarcely

that these wretches said. The weather, however, and the approach of day, obliged us to put the veracity of their last information to trial. We shortly discovered the barn and farm-house; and had the good fortune to arrive at the former a little before day-light; found it full of hay, as they stated; a most timely relief for us, being quite drenched with the incessant rain, and all over mud and dirt: each soon found, or made, a convenient hole for himself through the hay; taking the precaution to work a good way down, and to cover himself well over, lest our steps into this place should lead to suspicion, and we might be discovered: indeed we were suspicious even of the very people who had directed us hither. So great was our opinion now of the folks we had to deal with. We fell into a most profound sleep, nor did I awake until 9 o'clock (Friday, Sept. 18th), when I heard my name called repeatedly by Mr. Tuthill: he proposed that we should quit this place immediately, and get down to the sea side, as the day was the only time to succeed in procuring a boat, from the method they had taken of securing them at night. To me, this proposition appeared replete with temerity; the others did not approve of it, nor did they take much pains to contradict it. I used the most forcible arguments I was master of, to dissuade them from so rash a proceeding—pointed out the caution we had observed in the inland parts of the country, as the only thing that had insured our success in arriving where we then were: although there was much less danger in the interior than on the sea coast, where there would be of course a strict look-out kept, by Custom-house officers, gardes de côte, &c. My observations gave rise to a number of arguments; and, if I recollect right, Mr. Tuthill observed, that he would quit the barn, and proceed by himself, if we persevered in remaining any longer there. I suggested it as the best plan to wait until night: we could, in the event of not succeeding, always make this our rendezvous, and could arrive at it before day-light—procuring subsistence at some lonely cottage during the night. All my rhetoric was in vain; they all appeared to be desirous to try their fortune by day-light I then requested, at any rate, that they would wait until noon, the usual time for the country people to dine—as we might with the more facility get away unnoticed: this was agreed to, and at noon we made a sortie, and got on the high road, leading in the direction we intended to take, without being seen by any body. We proceeded along, apparently, with great intrepidity—although, I confess, I had the greatest dread of being each moment stopped. It proved to be market day at Estaples; the road was sometimes very much crowded with country people, going to, and returning from the ferry boat. We passed so many without experiencing any thing disagreeable, that I began to think we would succeed in getting to the sand-hills,* without interruption, where we could remain until night in perfect security. If we were thus fortunate, I considered it would be owing to every one imagining, that no suspicious people would attempt to pass so public a way,

* There are a great number of these hills close down to the water side in the vicinity of Estaples.

in the middle of the day: but our hopes were too sanguine, as the reader will soon discover, and my apprehensions appeared to have been too well founded.

We kept advancing towards the sand-hills with great celerity, little suspecting that the moment was near at hand, when every hope of regaining our native soil would be destroyed. Every pleasure which we had anticipated on our arrival there, the visiting of our friends, our advancement in our profession—in fact, every thing pleasing to the human mind that we had indulged and cherished, during our long and fatiguing march, was soon to be frustrated. But to proceed: we had now a poor sorry village to pass; and, at the very last house, Mr. A—— expressed a desire to ask for a drink of water, as he felt excessively low: on these occasions, every one was consulted—none of us saw any danger at this moment arising from this circumstance, having passed through the village, and by a number of people, without the smallest inconvenience. He accordingly entered the house, and we advanced slowly, waiting his return. He appeared to be a long time absent. Mr. Tuthill wished to go and see what detained him. Mr. Essel and myself remained on the side of the road, anxiously waiting. They very soon appeared; and, to our inexpressible grief and mortification, were conducted by two armed men, in an uniform entirely foreign to us.* I clearly perceived that these fellows had taken them into custody, from the manner in which they approached: when they had joined us, Mr. A. introduced me to them, as Captain Cox, of the ship Favourite, of New York: this had been a story fixed upon in case of being stopped. *We had been cast away near Marseilles, and all hands had perished, except Florence Heath (Mr. A.), mate, William Dixon (Mr. T.) supercargo, and Mr. Essel, whose new name I now forget (passenger). We were bound to Barcelona. Cargo—slaves and cotton. Only the supercargo and mate could speak French:* consequently, I had an opportunity of disclosing my sentiments more freely, to those who stood interpreters. They appeared to commiserate our situation, and had not the least doubt but what we alleged was true: *but they would take us to the mayor of the town, who would (no doubt) grant us passports to proceed to some sea-port, whence we could take shipping for America, or any other place we pleased.* We expressed our warmest thanks for this mark of their attention; but, (if they pleased) we did not wish to put them to the inconvenience of going out of their way on our account. *It was entirely in their way, and it was impossible we could proceed along the coast without papers—they were only astonished how we had crossed the kingdom of France;* or, more properly speaking, the empire, *without being arrested. We had been much to blame in not having procured passports prior to our quitting Marseilles.* We assured them, *we were ignorant of its being in the smallest degree necessary—we were born in a country where nothing of the kind was required, and where it would be deemed a very great insult, to ask any person where he came from, or whither he was going.* They gave a shrug at this—and

* They were Douaniers, or Custom-house officers—the sea-coast abounds with them.

declared it was *bien different dans ce pays ci.* We regretted that we had not been more enlightened, with respect to the laws of their country, &c. &c.; and by this time we arrived at the ferry boat, and in a few minutes were in the town of Estaples. We had a number of articles in our possession that we wished to get rid of. I desired *my mate* to mention to them, that I wished to take a little refreshment at some convenient inn, before we waited on the mayor. They consented, without hesitation, and we arrived at a small cabaret; called for some bread and wine; and, one at a time, had occasion to withdraw for a few minutes: thus, we got clear of several things, that might have proved of disagreeable consequences.

We now cheerfully accompanied (at least in appearance) our conductors. They were under the necessity of waiting upon their captain, before they went to the mayor's. He received us with politeness, and sent for the mayor, to be present at our examination. His worship arrived, and with him an American gentleman: they interrogated us very strictly and minutely. We repeated our former story; the American gave us to understand, that as they suspected we were English, which we had no possible means of disproving, we should be sent to Boulogne prison, until they heard from our consul, at Paris, or until they were well convinced of the veracity of our statement. Accordingly we were conducted to the town prison, and given in charge to the gend'armerie. Their brigadier, who was commanding officer, after surveying us with one of the eyes of Argus, inquired if we had been searched—they replied, no. "Search them instantly," cried he, "they are Englishmen, depend on it, who have escaped from one of the *dépôts.*" His orders were readily obeyed; I was first rummaged: they opened my pocket book, in which were several English letters, &c. I asserted that the pocket-book belonged to a cousin of mine, who had perished with the wreck; but any thing I could affirm was rendered abortive, for, on the others were found maps of the departments that we had marched through, with several other papers, which identified us to be what they suspected.

However, we still persisted in being Americans: they remonstrated on the folly of such conduct, and ordered us to a dungeon, assuring us we should be now very roughly treated, and considered as dangerous people: whereas, a frank confession might cause some mitigation. After a little deliberation, we clearly perceived the inutility of holding out; so acknowledged at once, who, and what we were. The brigadier assured us, he had been confident, from the moment he first saw us, that we were English—he would do every thing in his power to comfort us under our present embarrassments—he had no superior officer of his corps nearer than Boulogne—where he should send us the next day; and, for that night, he would allow us to go to an inn, to get ourselves a little in order; but with a strong escort, and we should be obliged to find them in every necessary, and to pay them six livres (five shillings) each for the night. This we readily agreed to—our situation, and state of mind, being truly miserable.

At the inn we bought a new shirt and pair of stockings each, and got the old ones washed and mended. They supplied us with tolerably good beds, which we were extremely anxious to take possession of. After sup-

per, we were in the act of going to bed, when an order came from the commanding officer of a camp adjacent, to conduct us to his tent—which was quickly put in execution. He appeared, in manners, the reverse of the French general character, perused all my letters, which were of no consequence to any one existing, except myself; and which have never been returned unto me—declared he was certain we had emissaries on the coast, otherwise we should never have attempted so perilous a journey. We assured him, it was no such thing. "Ah!" said he, "the fishermen on our coast unfortunately are too much attached to the English."

Our conversation terminated; and we were re-conducted to the inn, where we very soon retired, to rest our weary limbs, and to take that refreshment, of which our bodies and minds both stood so much in need.

[To be continued.]

PHILOSOPHICAL PAPERS.

Description of the Effects produced by the Speculums of a Sextant not being perpendicular to the plane of the Instrument.

IN taking lunar distances with a Ramsden's sextant, which had been much used, the longitude obtained by the observed distances from the moon to objects east of her, differed generally 25 or 30 minutes of a degree from those observed on the opposite side.

On a careful examination of this instrument, I found the index glass, or great speculum, was not exactly perpendicular to the plane of the instrument, which I soon perceived to be the cause of disagreement of the longitude by objects observed on opposite sides of the moon. As the great speculum inclined backward, several thin slices of a quill were put under the brass frame in which it was fixed, so as to make the speculum perpendicular to the plane of the instrument, when firmly screwed down. Both speculums being adjusted perpendicularly, the measured index error became the true error of the sextant (which it was not before), and the longitude by objects observed on opposite sides of the moon agreed.

Before the speculums were placed perfectly erect, the index error was 1′ 45″ subtractive; and it was 6′ 40″ subtractive after they were placed erect.

Sextants are liable to contract and expand by exposure to great changes of temperature, the great speculum often diverging from its perpendicular adjustment, and then the true index error is not easily found; for the index error obtained by observation in such case, is not the true error of the sextant, but it is only the angle of parallelism between the speculums, when these are not exactly perpendicular.

Under these circumstances, observations of the moon to objects only on one side of her, will be liable to give a result differing considerably from the true longitude.

To satisfy myself of this, I adjusted perpendicularly the speculums of two sextants made by Ramsden; then measured several distances between ☉ and ☽ with both sextants, which gave a corresponding longitude. The great speculum of one of these sextants was then placed at a small angle from the perpendicular, and several distances between ☉ and ☽ measured with the speculum in this position. By a progressive motion of the index, similar to that in measuring the distance between ☉ and ☽, the index error was taken as exact as possible, by measuring the sun's diameter on each side of ○, as previously described. The error thus obtained was applied to the last measured distances, which gave a result of longitude 4° different from that observed with both sextants when the speculums were adjusted perpendicularly.

When distances are taken from the moon to objects on both sides of her, and the mean result adopted for the longitude, it will be near the truth, although the speculums are not in perfect adjustment, particularly if the angular distances be nearly equal, so as to afford their admeasurement on the same part of the arc of the sextant; because distances observed from the moon to objects on opposite sides, counteract each other, and tend greatly to eradicate these errors in the position of the speculums, and other imperfections.

Description of Inequality on the Surface of Fluids.

At Canton, in 1798, and also at Bombay, by observations of the sun's altitude reflected in different fluids, those taken in water and mercury were always found to agree;—whereas, the meridian altitude of the sun taken in Florence oil, and in a transparent oil manufactured in China, exceeded the altitude taken in the above-mentioned fluids about 1 minute of a degree.—This would produce an error of 30″ in the meridian altitude of the sun, the double altitude, or reflected angle, being at this time about 105°.

Oil made to swim on water, produced likewise an excess in the reflected angle, although not so much as oil by itself.

Jas Horsburgh

PLATE CCCLXXXV.

THE island of Ceylon (copious hydrographical particulars relating to which are given at page 221), is the Taprobana, Salice, and Sieledediba, of the ancients; the Serendib of the Arabians; and the Lauca of the Hin-

CEYLON.

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doos. Nothing of certainty was known of this island before the twelfth century, when it was discovered by the Portuguese, who traded thither, and became very powerful, till the middle of the seventeenth century, when the Dutch arrived, and, by their means, the Portuguese were expelled. It is exceedingly fertile; producing cinnamon, and other spices, in great abundance. The pearl fishery on its coast is also of great importance.

Ceylon was formerly divided into several kingdoms; but it is now under the controul of one monarch, the capital of whose territories is Candi, a town situated in the centre of the island.—The chief town of the English possessions, is Columbo, a handsome place, and well fortified. The residence of the governor is elegant, but consists only of one floor, with a balcony. The fortress of Nigombo is situated a few miles to the north of Columbo.

STATE PAPERS.

At the Court at Carlton-house, the 1st of February, 1813.

PRESENT,

His Royal Highness the Prince Regent in Council.

WHEREAS, by his Majesty's order in council, bearing date the 11th day of November, 1807, and reciting, "That the sale of ships belligerent to a neutral is considered by France to be illegal: his Majesty was pleased, by and with the advice of his privy council, to order, that, in future, the sale to a neutral of any vessel belonging to his Majesty's enemies should not be deemed to be legal, nor in any manner to transfer the property, nor to alter the character of such vessels, and that all vessels then belonging, or which hereafter should belong, to any enemy of his Majesty, notwithstanding any sale, or pretended sale, to a neutral, should be captured and brought in, and should be adjudged as lawful prize to the captors: and whereas it is expedient to confine the operation of the said order to vessels belonging to France, or to the territories thereof, or to any of the countries or places annexed to, or incorporated with France;" his Royal Highness the Prince Regent, acting in the name and on the behalf of his Majesty, is pleased, by and with the advice of his Majesty's privy council, to order, and it is hereby ordered, that the said order shall henceforth be confined to vessels belonging to France, or to the territories thereof, or to any of the countries or places annexed to, or incorporated with, France; and that all vessels, belonging to any other power at war with his Majesty, which may have been purchased, or may be purchased, by the subjects of any power in amity with his Majesty, and which shall be captured after the date of this order, and shall thereon be brought to adjudication in any of his Majesty's courts of prize, shall be adjudged by the said court, in the same manner as if the aforesaid order of the 11th of November, one thousand eight hundred and seven, had not been issued:

and the Right Hon. the Lords Commissioners of his Majesty's Treasury, his Majesty's principal Secretaries of State, the Lords Commissioners of the Admiralty, the Judge of the High Court of Admiralty, and the Judges of the Courts of Vice-Admiralty, are to take such measures herein, as to them may respectively appertain.

JAS. BULLER.

AN ACT,

To increase the Navy of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President of the United States shall be, and hereby is authorized, as soon as suitable materials can be procured therefor, to cause to be built, equipped, and employed, four ships, to rate not less than seventy-four guns, and six ships to rate forty-four guns each.

Sec. 2. And be it further enacted, That there shall be employed on board each of the said ships of seventy-four guns each, one captain, six lieutenants, one captain, one first lieutenant, and one second lieutenant of marines, one surgeon, one chaplain, one purser, and three surgeons' mates.

Sec. 3. And be it further enacted, That there shall be employed to each of the said ships, carrying seventy-four guns, the following warrant officers, who shall be appointed by the president of the United States:—one master, one second master, three master's mates, one boatswain, one gunner, one carpenter, one sail-maker, and twenty midshipmen; and the following petty officers, who shall be appointed by the captains of the ships respectively in which they are to be employed, *viz.* one armourer, six boatswain's mates, three gunner's mates, two carpenter's mates, one sail-maker's mate, one cooper, one steward, one master at arms, one cook, one coxswain, one boatswain's yeoman, ten quarter gunners, eight quarter masters, and one clerk, and one schoolmaster, also to be appointed by the captain.

Sec. 4. And be it further enacted, That the crews of each of the said ships of seventy-four guns, shall consist of two hundred able seamen, three hundred ordinary seamen and boys, three serjeants, three corporals, one drummer, one fifer, and sixty marines.

Sec. 5. And be it further enacted, That the pay of the schoolmaster shall be twenty-five dollars per month, and two rations per day.

Sec. 6. And be it further enacted, That the sum of two millions five hundred thousand dollars be, and the same is hereby appropriated, out of any monies in the Treasury not otherwise appropriated, for the building and equipping of the aforesaid ships of war.

H. CLAY,
Speaker of the House of Representatives.
WM. H. CRAWFORD,
President of the Senate pro tempore.

January 2, 1813. Approved——JAMES MADISON.

AN ACT,

Directing the Secretary of the Treasury to remit Fines, Forfeitures, and Penalties, in certain Cases.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled. That in all cases where goods, wares, and merchandise, owned by a citizen or citizens of the United States, have been imported into the United States, from the United Kingdom of Great Britain and Ireland, which goods, wares, and merchandise, were shipped on board vessels which departed therefrom between the twenty-third day of June last, and the fifteenth day of September last, and the person or persons interested in such goods, wares, or merchandise or concerned in the importation thereof, have thereby incurred any fine, penalty, and forfeiture, under an act, entitled, "An act to interdict the commercial intercourse between the United States, and Great Britain, and France, and their dependencies, and for other purposes," and an act, entitled, "An act concerning the commercial intercourse between the United States and Great Britain, and France, and their dependencies, and for other purposes," and the act supplementary to the act last mentioned, on such person or persons petitioning for relief to any judge or court proper to hear the same, in pursuance of the provisions of the act entitled, "An act to provide for mitigating or remitting the fines, forfeitures, and penalties, in certain cases therein mentioned;" and on the facts being shewn, on inquiry had by said judge or court, stated and transmitted, as by said act is required, to the Secretary of the Treasury; in all such cases wherein it shall be proved to his satisfaction, that said goods, wares, and merchandise, at the time of their shipment were bona fide owned by a citizen or citizens of the United States, and shipped; and did depart from some port or place in the United Kingdom of Great Britain and Ireland, owned as aforesaid, between the twenty-third day of June last, and the fifteenth day of September last, the Secretary of the Treasury is hereby directed to remit all fines, penalties, and forfeitures, that may have been incurred under the said acts, in consequence of such shipment, importation or importations, upon the costs and charges that have arisen or may arise being paid, and on payment of the duties which would have been payable by law on such goods, wares, and merchandise, if legally imported; and also to direct the prosecution or prosecutions, if any shall have been instituted, for the recovery thereof, to cease and be discontinued: provided nevertheless, that no case in which the purchase of such goods, wares, and merchandise, was made, after war was known to exist, between the United States and Great Britain, at the port or place where such purchase was made, shall be entitled to the benefits of this act.

H. CLAY,
Speaker of the House of Representatives.
WM. H. CRAWFORD,
President of the Senate pro tempore.

January 2, 1813. Approved——JAMES MADISON.

Marine Law.

COURT OF KING'S BENCH, February 3, 1813.

MR. NOLAN moved for a Rule to shew cause why a criminal information should not be filed against a magistrate of Cheshire, named Prescott, for removing a vagrant from Stockport, in Cheshire, to Stepney, in Middlesex. It appeared from the affidavits, that the pauper in question, whose name was Smith, having been found in Stockport, was examined before Mr. Prescott, when he stated, that he had been informed by a woman, by whom he was kept when a child, that he was born on the high seas; and that when she first saw him he had a paper on his breast stating this fact, and that he was an illegitimate child. The pauper also stated, that he had since done nothing to acquire a settlement. The magistrate, immediately on hearing this statement, declared, "Oh, if he was born on the high seas, he belongs to the parish of Stepney;" and accordingly had the pauper removed thither, although, as he himself declared, he had never been there in his life.

Lord Ellenborough said, in this unquestionably the pauper stated more than he knew. Did this conduct on the part of the magistrate, however, he asked, though it might shew gross ignorance, necessarily evince malice? His lordship thought it did not; and the court ought not, therefore, to visit him with this extraordinary remedy.

Mr. Nolan had no wish to press the matter against this gentleman; but the overseers of the poor of the parish of Stepney were desirous that the matter should be thus publicly noticed, it being a fact, that *twenty-five* removals of a similar kind had been made to that parish in the course of last year.

Lord Ellenborough asked—Was it possible that so many as twenty-five sea-born paupers had been marched up to this parish in the course of one year?

Mr. Nolan said that was surely the fact.

Lord Ellenborough presumed that all those removals had not been made from Cheshire.

Mr. Nolan said, no, they were from a variety of places.

Lord Ellenborough—"*Communis error non facit jus.*"—Still, however, he could attribute the circumstance only to ignorance. The present application, however, would be a notice, that the parish of Stepney was not ambitious of any such preference in time coming.

Mr. Nolan said, his only object was, to have the erroneous idea which had gone abroad on this subject, stated, and corrected.

Mr. Justice Le Blanc asked—Was it conceived, that all persons born on the high seas belonged to the parish of Stepney?

Mr. Trip said, there was a magistrate in the west of England with whom he was acquainted, who, he knew, entertained that idea.

Lord Ellenborough said, the parish of Stepney might indict, in this case, at the Sessions.

A COURT MARTIAL was holden on board H. M. S. Royal George, at Port Mahon, on Monday, the 28th day of December, 1812, for the trial of Mr. William Richardson, midshipman. of H. M. S. Berwick, for having, on or about the 6th, 10th, and 12th of December, procured money from some merchants at Mahon, by negociating forged bills, to the amount of fifty-five pounds, with a view to defraud them of the same. The charges being proved, the prisoner was sentenced to be "*imprisoned two years in solitary confinement, in such prison of his Majesty as the Lords Commissioners of the Admiralty shall direct, and rendered incapable of ever serving his Majesty, his heirs and successors, as an officer or petty officer.*

A court martial was holden on board H. M. S. Royal George, at Port Mahon, on Thursday, the 31st of December, 1812, for the trial of Michael Connolly, seaman, belonging to H. M. S. Union, for "having thrown a shot, and, in a scuffle which took place soon after, inflicted a wound on James Wilson (1), another seaman belonging to the said ship, so as to render it necessary to send him to the hospital, where he died, and for drunken and disorderly conduct." The court found the prisoner "guilty of *wilfully* inflicting the wounds on James Wilson, which occasioned his death," and therefore adjudged him to be hanged. The sentence was carried into execution on Monday, the 4th of January, on board the Union. The following general memorandum was issued by the commander-in-chief:—

"The commander-in-chief feels the deepest regret in the necessity of ordering another man for execution. Drunkenness has become so frequent, that it is hoped this awful example may put a stop to a practice so fatal in its consequences. The murder, for which the unhappy criminal has forfeited his life, was committed under the influence of intoxication, which, so far from being an excuse, is an aggravation of every offence.

"As a further check to such excesses, the commander-in-chief has judged it necessary to forbid all ship-visiting in future; and directs the respective captains will cause this memorandum to be publicly read to their ship's companies, immediately after the execution appointed to take place on Monday, the 4th instant, at half-past seven o'clock A.M.

"Given, &c. on board the Caledonia, Port-Mahon, 2 January, 1813.

(Signed) "EDWARD PELLEW."

"*To the respective Captains and Commanders.*"

A court martial was holden on board H.M.S. Hibernia, at Port Mahon, on Thursday, the 21st of January, for the trial of James Merceron, ordinary seaman, belonging to H. M. S. Revenge, for stabbing John Ordway, another seaman belonging to the said ship, with a knife, on or about the 1st inst. The charge being proved, the prisoner was sentenced to receive four hundred lashes alongside the different ships of the fleet.

NAVAL HISTORY OF THE PRESENT YEAR, 1813.

(February—March.)

RETROSPECTIVE AND MISCELLANEOUS.

THE affairs of the Continent present an eminently favourable aspect. All the ports of Prussia, not actually in the possession of the French, are open to this country. The French authorities have been under the necessity of quitting Hamburgh; and the intercourse between that port and England has been restored to its former footing.—It is also generally understood, that an amicable arrangement has been concluded between Great Britain, Denmark, and Sweden, decidedly in opposition to what has been termed the Continental System.

We have still, however, to regret the disastrous progress of the naval war between this country and America. Another frigate has fallen into the hands of the enemy!—The subject is too painful for us to dwell upon; therefore, in the absence of official accounts, we shall content ourselves with an American statement, copied from a New York Paper of the 19th of February, as follows:—

The United States frigate Constitution, Commodore Bainbridge, arrived at Boston on Monday, from a cruise, having performed the gallant action which is detailed in the subjoined account, for which we are indebted to an officer belonging to the Constitution, who passed through this city yesterday for Washington.

"We rejoice at every circumstance which adds new laurels to the naval glory of our country, and particularly so when they are gathered with so small a sacrifice of human life, 9 men only being killed, and 25 wounded, on our part. Amongst the former is Lieut. Aylwin. To the enemy, indeed, the carnage has been dreadful, in the loss of 60 killed, and 101 (or as another account says, 170) wounded, besides the total destruction of the vessel. It is an additional evidence, that whenever an opportunity occurs, in which an American vessel comes in contact with an equal force of the enemy, our gallant naval heroes will at all times "deserve well of their country."

"On the 29th December, in lat. 13° 6′ S. long. 38° W. about ten leagues from the coast of Brazil, the United States frigate Constitution fell in with and captured his Britannic Majesty's frigate Java, of 49 guns, and manned with upwards of 400 men. The action continued one hour and fifty-five minutes; in which time the Java was made a complete wreck, having her bowsprit and every mast and spar shot out of her. The Constitution had 9 killed, and 25 wounded. The Java had 60 killed, and 101 wounded. Amongst the latter was her commander, Captain Lambert, a very distinguished officer, mortally. From a letter written by one of her officers whilst on board the Constitution, it is evident that the wounded must have been considerably greater, and many must have died of their wounds previous to removal. The letter states 60 killed and 170 wounded.

" The Java was rated at 38 guns,* but mounted 49. She was just out of dock, and fitted in the completest manner, to carry out Lieutenant-general Hislop, governor of Bombay, and his staff; Captain Marshall, a commander in the British navy, and a number of naval officers, going to join the British ships of war in the East Indies. Besides these, and having her own complement of officers and men complete, she had upwards of one hundred supernumeraries of petty officers and seamen for the admiral's ship and other vessels on the East India station. She also had despatches from the British government for St. Helena, the Cape of Good Hope, and to every British establishment in the East Indies and China Seas, and had copper on board for a 74 gun-ship and two sloops of war, building at Bombay; and it is presumed many other valuables, all of which were blown up in her, on the 31st of December, when she was set on fire.

" The Constitution was considerably cut in her spars, rigging, and sails; but not so much injured but that she would have commenced another action immediately after the capture of the Java, which latter vessel was made a perfectly unmanageable wreck.

" All the officers and seamen taken in the Java, were paroled by Commodore Bainbridge, and landed on the 3d of January, at St. Salvador, Brazils.

" The following is a list of his Britannic Majesty's military and naval officers, paroled at St. Salvador, by Commodore Bainbridge :—

" 1 lieutenant-general, 1 major, 1 captain, military officers.—1 post-captain, 1 master and commander, 5 lieutenants, 3 lieutenants of marines, 1 surgeon, 2 assistant-surgeons, 1 purser, 15 midshipmen, 1 gunner, 1 boatswain, 1 master, 1 carpenter, 2 captain's clerks—Total, 38 officers, 323 petty officers, seamen, marines, and boys, exclusive of 9 Portuguese seamen, liberated and given up to the governor of St. Salvador, and 3 passengers, private characters, whom the commodore did not consider prisoners of war, and permitted them to land without any restraint."

Captain Lambert, the commander of the Java, had often distinguished himself in action. He commanded the St. Fiorenzo, in February, 1805, when that ship captured the French frigate Psyche, commanded by the active Captain Bergeret, which officer commanded the Virginie, when captured by Sir Edward Pellew. He also commanded the Iphigenia frigate, in the attack of the French frigates at Port South East, Isle of France. He was brother to Captain Robert Lambert, of H.M.S. Duncan. The supernumerary officers on board were :—One commander, two lieutenants, one marine officer, four midshipmen, one clergyman, one assistant-surgeon.

The London Gazette † of the 23d March, contains the official report of one of the most sanguinary conflicts ever maintained by a single frigate, without a decisive termination. The Amelia, commanded by Captain

* The Java is rated, in Steele's List, at 36 guns. She was built in 1809.

† See page 256.

Irby, was engaged, on the 7th past, off the coast of Africa, against the French frigate *Aréthuse*, which the English commander had judiciously contrived to separate from another called *Rubis*; thus rendering the latter an inactive spectator of the combat. With every disposition to exult in the heroism of our gallant countrymen, we cannot contemplate without pain their exposure to so slaughterous a contest. It is long since any thing like this persevering effort has been witnessed on the part of the French. Is it not obvious that they are stimulated by American triumphs? Does the Admiralty now believe we were wrong in foreseeing a train of ills from the surrender of the *Guerriere*? It is, perhaps, by this time discovered, that there was a plain, and unfortunately too accurate, meaning in our words. The French sailor, who went into battle, with a persuasion, founded on long experience, that his antagonist must be victorious, was already half-conquered. How different when he learns that his dreaded opponent has been beaten, yea, thrice beaten, by a new and inexperienced enemy. Not only does this cure him of superstitious terror, but it substitutes a spirit of emulation, and national rivality. These are not flattering reflections; but we ought not to shrink from them. The Gazette contains a pretty long list of captures and recaptures on the American station: still, however, we are behind-hand, from the petty hesitating system of warfare we adopted at the outset: though it is not by a tedious account of mercantile profit and loss that we should settle such a war as that which we are waging against the United-States. The Americans ought to be made to *feel* the real weight of the British trident, when properly wielded; and not be allowed to skulk from their challenge for mastery on the ocean, under the shelter of some compromising special-pleading treaty, till not only our losses have been indemnified, our defeats avenged, but the *spell* be restored. The NAVAL CHRONICLE stands unconnected with either of the in or out factions who dispute the sway of the state: but on this occasion we cannot refrain from standing forth in behalf of that vital interest of this sea-girt isle, to which we are devoted, and protesting against the ministry of clerks. Persons who are advanced to power, after having been nurtured in the routine of offices, do admirably well, as long as things go on in the common track; but when the high-roads are broken up, and the waters are out; when a new and troubled scene is opened, and the official file affords neither precedent nor clue; then it is that a greater knowledge of mankind, and a far more extensive comprehension, are required, than ever office gave, or than office ever can give.

We have heard, but we can hardly believe, that Vice-admiral Sir Sidney Smith has been recalled from the Mediterranean, on account of the manner in which his name has been so prominently brought in question at home, by what has been recently *published* of the state inquest upon the conduct of the Princess of Wales; an inquest, in our humble opinion, most improperly styled a "delicate investigation." It is rather a remarkable coincidence, that this officer should have happened to be absent on foreign service during the two inquiries set on foot relative to the Princess's domestic life; the result of both which seems to have left him blameless, and unimpeachable, even without any defence of his own. And we say

we rather disbelieve the rumour we have felt ourselves called upon to notice, because we do not comprehend how the meer publication of facts (a publicity in which the admiral has no share), can be made a legitimate ground for his supersedure; when the facts themselves, as already taken cognizance of, were not considered as criminal, or as affording sufficient ground for exclusion from employment. For it must be recollected, that subsequent to the former report of the lords of the privy council, Sir Sidney Smith has held a commission as "commander-in-chief" upon a particular service, prior to his actual employment as second in command under Sir Edward Pellew. It is possible, after all, that Sir Sidney may be coming home: but we think it right to record our disbelief of the grounds upon which that circumstance is stated and accredited. With respect to the case itself, we confess ourselves somewhat embarrassed, both by its length and its delicacy, what specific notice to take of it. On the one hand, it is our aim to steer as clear of politics as possible: but we cannot exclude from our minds the conviction, that most of our naval readers must look to the NAVAL CHRONICLE for information on a case involving the succession to the crown of England, originating with a distinguished officer of the royal marines, and containing by implication charges amounting to no less than high treason, against a flag-officer and a post captain of the royal navy; besides minor imputations, attaching to other naval names high in the estimation of the members of the profession. We think that we shall feel it our duty finally to give these extraordinary proceedings a place in this work; and prior to our next publication shall make up our minds in what form the narrative can be most appropriately and instructively presented to the patrons of the NAVAL CHRONICLE.

On the night of Friday, March 22, the Captain, of 74 guns (Lord Nelson's ship when he took the San Josef), which had recently been converted into a hulk, at Plymouth, took fire, and was totally destroyed. The San Josef, which lay alongside, was with difficulty preserved. No lives were lost.

Ships put out of Commission in February and March.

Mars	74	At Portsmouth	Helder	36	At Sheerness.
Africa	64	Do.	Modeste	36	At Deptford.
Lavinia	38	At Plymouth.	Osprey	18	At Sheerness.

The Plantagenet was not paid off, as stated at page 75, but refitted, and has since sailed for America.

Ships commissioned in February and March.

Queen Charlotte	110	Capt. Jackson	Rippon	74	—— Sir C. Cole
Scarborough	74	—— Halsted	Madagascar	38	—— Curtis
Indus	74	—— Gage	Perseus	22	—— A'Court
Albion	74	—— Devonshire	Epervier	18	—— Whales

Ships taken to Pieces February and March.

		Built in			*Built in*
Culloden	74	1783	Resolution	74	1770
Monarch	74	1765	Phipps	14	Purchased in 1808

Ships launched in February and March.

Benbow	74	Jaseur	18
Epervier	18	Anacreon	18
Foley	18		

The Creole, of 36 guns, will be launched the latter end of April, at Plymouth. The Bacchus, of 18 guns, at Chatham.

The Amphion, of 32 guns, having had a thorough repair at Deptford, will undock the beginning of April.

The Dasher, of 18 guns, is taken into dock at Deptford to be repaired.

The Acbar, of 38 guns, built of teak, is taken into dock at Woolwich, to be fitted for a store-ship.

The Diana, of 38 guns, is undergoing a thorough repair at Mr. Blackburn's Yard, Catwater.

The Nimble, a new cutter, of 14 guns, has been purchased into the service, and is fitting for commission.

Brigs building in India.

Zebra	18	Sphynx	18

Several new bombs are in a great state of forwardness.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, FEBRUARY 9, 1813.

Copy of a Letter from Captain Sir John Poo Beresford, of H. M S. Poictiers, addressed to Admiral Sir John Borlase Warren, K. B. and transmitted by the Admiral to John Wilson Croker, Esq.

SIR, *Poictiers, off Cape Henry, Dec. 26, 1812.*

I BEG to inform you, that the American brig Herald, letter of marque, was captured yesterday by H M. S. Acasta, in company with the Poictiers. The Herald is a very fine brig, pierced for 18 guns, has on board 10, and a complement of 50 men. She is from Bourdeaux, bound to Baltimore with a cargo. I have, &c.

J. P. BERESFORD.

To the Right Hon. Sir John Borlase Warren, Bart. K. B. &c.

Copy of a Letter from Captain Sir James Lucas Yeo, of H. M. S. Southampton, addressed to Vice-admiral Stirling, and transmitted to John Wilson Croker, Esq. by Admiral Sir John Borlase Warren, K. B.

SIR, *H. M. S. Southampton, at Sea, Nov. 22, 1812.*

H. M. S. under my command this day captured the United States brig Vixen, Captain George Reed, mounting twelve 18-pounder carronades, two long nines, and 130 men. She had been out five weeks, and I am happy to say had not made any capture. I have, &c.

JAS. LUCAS YEO, Capt.

To Chas. Stirling, Esq. Vice-admiral of the White, &c.

A Letter has been received at this Office from Admiral Sir John Borlase Warren, dated the 23th of December, and addressed to John Wilson Croker, Esq. reporting the capture of the following American privateers, viz.

Teazer schooner, of 2 guns and 51 men, by the St. Domingo:
Snapper schooner, of 10 guns and 90 men, by the Maidstone and Acasta:
And the Revenge, of 1 gun and 40 men, by the Paz schooner.

FEBRUARY 13, 1813.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Captain Christian, of H. M. S. Iris, stating, that on the 2d instant, the Iris and Rein-deer sloop captured the American schooner letter of marque Cashier, of three hundred tons, carrying six twelve-pounder guns, and forty men, one of whom was killed, and several wounded, during the chase.

Admiral Sir Richard Bickerton, in a letter of the 10th instant to John Wilson Croker, Esq. reports the capture, by H. M.'s sloop Derwent, on the 7th, off the Lizard, of the Edouard French privateer, pierced for sixteen guns, eight mounted, and forty-nine men on board; out of St. Maloes the preceding evening, and had not made any capture.

Vice-admiral Thornbrough has transmitted to John Wilson Croker, Esq. a letter from Captain Upton, of H. M. S. Sybille, giving an account of his having, on the 5th instant, captured the Brestois, French privateer schooner, carrying four guns and ten carronades (all nine-pounders), and one hundred and twenty-four men.

FEBRUARY 23.

Extract of a Letter from the Hon. Captain Paget, of H. M. S. Superb, to Admiral Lord Keith, dated off Belleisle, the 9th inst. and transmitted by his Lordship to John Wilson Croker, Esq.

I have great pleasure in acquainting you, that the Superb has just run alongside the fine American brig Star, of three hundred and fifty tons, six guns, and thirty-five men.

FEBRUARY 27.

Extract of a Letter from the Hon. Captain Gordon, of H. M. S. Magicienne, to Vice-admiral Martin, dated off St. Mary's, January 18, 1813, and transmitted by the Admiral to John Wilson Croker, Esq.

I have the honour to acquaint you that H. M. S. under my command yesterday captured the American schooner privateer Thrasher, of fourteen carriage-guns and eighty men, after a chase of nine hours, twelve leagues east of the Island of St. Mary's.

MARCH 2.

Copy of a Letter from Captain Chetham, of H. M. S. Hamadryad, to John Wilson Croker, Esq. dated in the Downs, the 1st instant.

SIR,

I beg you will be pleased to inform my Lords Commissioners of the Admiralty, that yesterday, at half past seven P. M. Beachy Head bearing N. E. about seven miles, a French lugger privateer came out from under the land, and fired at his H. M. S. under my command; I tacked and

brought her under our lee-guns, and fired several shot at her, and, from her obstinate endeavours to escape, she sunk at half past nine; and, I am sorry to say, without a possibility of my saving any of the crew.

I have the honour to be, &c.

EDWARD CHETHAM, Captain.

Copy of a Letter from Captain Galwey, of H. M. S. Dryad, addressed to Commodore Malcolm, and transmitted by Admiral Lord Keith to John Wilson Croker, Esq.

SIR, *H. M. S. Dryad, Basque Roads, Dec 27, 1812.*

I beg to acquaint you, that cruising, in the execution of your orders, between Belleisle and the Isle Dieu, on the morning of the 23d instant, we saw a large brig on the weather-beam, in shore of us, which I immediately chased. The weather being thick and hazy, we soon lost sight; but, clearing a little again about eleven o'clock, she was perceived on the weather-bow working into the Isle Dieu. I continued standing after her by the help of the lead, the fog clearing at intervals, to push through the passage between the island and the main, should she have endeavoured to escape by that way; but getting closer in, we discovered her at anchor under the battery of the island. I determined, if possible in this situation, to lay her on board, and bore up for that purpose; but the moment I did so, she cut her cable, hoisted her jib and foretop-sail, and ran upon the rocks. The batteries then opened a heavy fire, and hulled us three or four times, and wounded the foremast badly, but without any other effect; and in the course of that night and the following day, the brig went to pieces.

I have not been able to find out her name, or any other particular more than that she was a French national brig of war, mounting 22 guns.

I have the honour to be, &c.

E. GALWEY, Captain.

MARCH 6.

Copy of a Letter from the late Captain Robb, of H. M.'s Sloop Apelles, addressed to Vice-admiral Otway, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *H. M.'s Sloop Apelles, off Buchanness, Feb. 22, 1813.*

I have the honour to acquaint you that, in lat. 57° 10′ north, lon. 5° 30′ east, on the morning of the 18th instant at day-break, H. M's sloop under my command captured the French privateer cutter Le Ravisseur, commanded by Mons. Alexander Happey, mounting 14 guns (ten 9-pounder carronades and 4 long sixes), with a complement of 51 men, out from Dunkirk twelve days without making any capture.

I learn from the master she was destined to cruise off Flamborough Head, but had been driven to the eastward by the late westerly gales.

I have the honour to be, &c.

C. ROBB.

MARCH 20.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. two letters from the Honourable Captain Blackwood, of H.M.S. the Warspite, dated the 12th and 14th instant:

The former reporting the capture, by the Warspite and Pheasant, of the William Bayard American letter of marque schooner, of four guns and thirty men:

And the latter stating the capture, by the Warspite, of the Cannonier, American ship letter of marque, of eight guns and twenty-eight men:

And also a return of the following American vessels, taken by the Warspite; viz

Brig Mars, of 178 tons, from Baltimore to Bourdeaux.
Schooner Pert, of 104 tons, from Bourdeaux to Philadelphia.
Ship Charlotte, of 360 tons, from Charlestown to Bourdeaux.

Copy of a letter from the Right Hon. Admiral Sir John Borlase Warren, Bart. and K. B. commander in chief of H.M.S. and vessels on the American station, to John Wilson Croker, Esq. dated at Bermuda, 25th February, 1813.

SIR,

Enclosed herewith, I beg leave to transmit the following letters, reporting the captures of the vessels therein mentioned:

Letter dated 9th January 1813, from Captain Sir John Poo Beresford, of the Poictiers, reporting the capture of the American schooner privateer High-flyer, of five guns and 72 men.

Letter dated 17th January 1813, from Captain Lumley, of the Narcissus, reporting the capture of the United States brig of war Viper of 12 guns and ninety-three men.

Letter dated 6th February 1813, from Captain Kippen, of the Peruvian, reporting the capture of the American privateer ship John, of 16 guns and 100 men.

Letter dated 9th February 1813, from Captain Burdett, of the Maidstone, reporting the capture of the American armed schooner Lottery, of six guns and 28 men, laden with coffee, sugar, and logwood.

I have the honour to be, &c.

JOHN BORLASE WARREN.

SIR, *H.M.S. Poictiers, at sea, January* 9, 1813.

I beg leave to acquaint you, that H.M.S under my command, in company with the Acasta, captured this day the American schooner privateer High-flyer, mounting five guns, and having on board a complement of 72 men: she was on her return from the West Indies, where she had made several captures, is a particularly fine vessel, coppered and copper fastened, and sails remarkably fast.

I have the honour to be, &c.

J. P. BERESFORD, Captain.

Admiral Sir J. B. Warren, Bart. and K. B. &c.

SIR, *H.M.S. Narcissus, at sea, January* 17, 1813.

I beg leave to acquaint you, that H.M.S. under my command captured this day the United States brig of War Viper, mounting 12 guns, and having on board 93 men; she had been cruising seven weeks off the Havannah, and had made no captures.

I have the honour to be, &c.

JOHN RICHARD LUMLEY, Captain.

Admiral Sir J. B. Warren, Bart. K. B. &c.

SIR, *H. M. sloop Peruvian, at sea, February* 6, 1813.

I have the honour to inform you, that, in beating up to my station from St. Thomas's, Sombrero bearing W. by S. distant seventy-nine miles, I this morning fell in with, and, after an anxious chase of fifteen hours, captured the American privateer ship John, mounting 16 guns, with a complement of 100 men. For the last two hours of the chase, the privateer had an opportunity of keeping up a fire on us from her after guns, but, on the breeze freshening, we got within pistol-range of her, and, after the ex-

change of a fire of the bow guns and small arms from the marines, she rounded to and surrendered to his Majesty's brig under my command.

I have, &c.

GEORGE KIPPING, Commander.

Sir Francis Laforey, Bart. Rear-Admiral, &c.

H.M.S. Maidstone, Lyn-Haven-Bay, Chesapeake,

SIR, *9th February*, 1813.

I have the pleasure to inform you of a very gallant achievement that was performed by the boats of the squadron you did me the honour to place under my command, for the blockade of this port and its rivers.

Yesterday morning, at nine o'clock A. M. a schooner was observed in the N.W. standing down the Chesapeake Bay; at the same time I made the Belvidera and Statira's signal, No. 239, with the north-west compass signal. As the stranger approached the squadron, I perceived her to be a vessel of considerable force; Captain Byron at the same time made the signal for her being superior to the boats in chase, but not to those of the squadron united. I immediately made the signal for all barges, cutters, &c. to proceed in the same direction, upon which the schooner made all sail in the direction from whence she came, and I had the satisfaction to see she was quite becalmed. At one o'clock P. M. the stranger opened a well-directed fire upon the headmost of our boats from his stern-chase guns, and I was happy to find the boats in advance rested on their oars until they all formed up, when a vigorous and gallant attack was made by all the boats, nine in number, under the orders of Lieutenant Nazen, second lieutenant of H. M. S. under my command, who happened to be senior officer, through a very heavy fire from all the enemy's guns, when he was boarded, and carried, sword in hand, after a most obstinate resistance, which was maintained upon the deck of the enemy for a few minutes. She proves to be the American armed schooner Lottery, of 210 tons, mounting six 12-pound carronades (but pierced for 16), with a complement of 28 men, from Baltimore bound to Bourdeaux, with a cargo of coffee, sugar, and logwood: she is coppered and copper fastened.

I also have the honour to enclose a list of the killed and wounded in the different boats of the squadron, which, I am happy to add, is trifling, when compared to the obstinate resistance made by the enemy, whose loss was very great, the captain and 18 men dangerously wounded.

I have the honour to be, &c.

GEORGE BURDETT, Captain.

To the Right Hon. Sir J. B. Warren, Bart. and K. B. &c.

A Return of the Killed and Wounded in the Boats of the Squadron under command of George Burdett, Esq. Captain of H.M.S. Maidstone, on the 8th Feb. 1813, *in Chesapeake Bay.*

Maidstone—2 wounded (1 severely).
Belvidera—None.
Junon—2 wounded (1 severely).
Statira—2 wounded (both dangerously), 1 since dead.

GEORGE BURDETT, Captain.

MARCH 23, 1813.

Extract of a Letter from the Right Hon. Admiral Sir John Borlase Warren, Bart. and K. B. Commander in Chief of H.M. Ships and Vessels on the American Station, to John Wilson Croker, Esq. dated at Bermuda, the 26th Feb. 1813.

Enclosed herewith, I beg leave to transmit a list of vessels captured and destroyed between the 16th of September last and this date.

A List of Ships and Vessels captured and detained by the Squadron under the Orders of Admiral Sir John Borlase Warren, Bart. and K. B. Commander in Chief of H. M. Ships and Vessels on the American and West India Station, between the 16th of Sept. 1812, and the 26th Feb. 1813.

Brig Federal, from Prince's Island, bound to Boston, captured by the Acasta, Sept. 17, 1812.

Schooner Sally Ann, from New London, bound to St. Bartholomew's, captured by the Statira, same date.

Ship Melantho, from Vel Paraso, bound to Baltimore, captured by the Spartan, same date.

Brig Pitt, from Martinique, bound to Newfoundland, re-captured by the Nymphe, Oct. 5, 1812.

Brig Ambition, from Baltimore, bound to Boston, captured by the Emulous, Sept. 21, 1812.

Schooner Wiley Reynard, from Boston, bound on a cruise, captured by the Shannon, Oct. 11, 1812.

Brig Elijah, from Bath, bound to St. Bartholomew's, captured by the Æolus, Oct. 1, 1812.

Schooner Rumney, from Baltimore, bound to St. Bartholomew's, captured by the Rattler, Sept. 17, 1812.

Schooner Santa Maria (late Polly), from Boston, bound to Havannah, captured by the Rattler, Sept. 21, 1812.

Brig Armisted, from Philadelphia, bound to Havannah, captured by the Rattler (the Caledonia cutter privateer in sight), Sept. 25, 1812.

Schooner Josepha, from Baltimore, bound to Havannah, captured by the Rattler and Sappho, Sept. 26, 1812.

Sloop Polly, from Philadelphia, bound to Havannah, captured by the Rattler and Sappho, Sept. 27, 1812.

Schooner Blonde, from Martinique, bound to Newfoundland, recaptured by the Acasta, Oct. 17, 1812.

Brig Rayo, from Baltimore, bound to Porto Rico, captured by the Maidstone, Oct. 5. 1812.

Brig Rapid, from Portland, bound on a cruise, captured by the Maidstone, Oct. 17, 1812.

Schooner Union, from Labrador, bound to Cape Henry, captured by the Maidstone, Oct. 19, 1812.

Brig (name unknown), captured by the Maidstone, Sept. 21, 1812.

Brig Thorn, from Marble Head, bound on a cruise, captured by the Shannon, Nymph, Tenedos, and Curlew, Oct. 31, 1812.

Brig Friendship, from Quebec, bound to Teneriffe, recaptured by the Shannon, Nymphe, Tenedos, and Curlew, Nov. 6, 1812.

Ship Ranger, from the Pacific Ocean, bound to Nantucket, captured by the Goree, Oct. 2, 1812.

Brig Factor, from Monte Video, bound to Salem, captured by the Tartarus, same date.

Brig Hero, from Portsmouth (New Hampshire), bound to Madeira, captured by the Tartarus, same date.

Brig Little William, from the Isle of Mayo, bound to Philadelphia, captured by the Poictiers, Oct. 29, 1812.

Ship Wasp, from Philadelphia, bound on a cruise, captured by the Poictiers, Nov. 3, 1812.

Brig Frolic, captured by the Poictiers, same date.

Brig Fly, captured by the Maidstone, same date.

Ship James, captured by the Tartarus, same date.

Brig Isabella, from New York, bound to Porto Rico, captured by the Childers, same date.

Schooner Snapper, from Philadelphia, bound on a cruise, captured by the Acasta, Maidstone, Æolus, and Childers, same date.

Brig Friendship, from Quebec, bound to Teneriffe, recaptured by the Shannon, Nymphe, Tenedos, and Curlew, same date.

Brig Logan, from Boston, bound to Baltimore, captured by the Poictiers, same date.

Brig Experience, from Rio de Janeiro, bound to Boston, captured by the Sophie, Nov. 25, 1812.

Ship Eliza, from Sumatra, bound to Boston, captured by the Tartarus, same date.

Ship Rebecca, from Philadelphia, bound to Madeira, captured by the Poictiers, same date.

Sloop Mary Ann, from Philadelphia, bound to Charleston, captured by the Maidstone and Sophie, Dec. 1812.

Brig Adventure, from Baltimore, bound to Bermuda, captured by the Childers, Dec. 16, 1812.

Ship Nancy, from Norfolk, bound to La Guira, captured by the Tartarus, Goree, and Childers, Dec. 11, 1812.

Schooner Farmer's Fancy, from Charleston, bound to Philadelphia, captured by the Acasta, Dec. 11, 1812.

Schooner Fanny and Maria, from Philadelphia, bound to Charleston, captured by the Sophie, same date.

Schooner Betsy, from Providence (Rhode Island), bound to Norfolk, captured by the Poictiers, same date.

Schooner Morning Star, from Plymouth (North Carolina), bound to Lisbon, captured by the Tartarus, same date.

Ship Cyrus, from Newfoundland, bound to Jamaica, captured by the Sophie, same date.

Brig St. Augustin, from Madeira, bound to New York, captured by the San Domingo, Dec. 16, 1812.

Schooner Enterprise, from Ocrecoke, bound to Portugal, captured by the Tartarus, Dec. 1812.

Crown Prince, same date.

Ship Pekin, from Boston, bound to Alexandria, captured by the Poictiers and Acasta, same date.

Schooner Delacalia, from Alexandria, bound to St. Jago de Cuba, captured by the Sylph, same date.

Sloop Windward Planter, from Martinique, bound to Para, captured by the Belvidera, same date.

Brig Rising Hope, from Charleston, bound for Cadiz, captured by the Wanderer, same date.

Brig Herald, from Bourdeaux, bound to Baltimore, captured by the Poictiers, Acasta, and Maidstone, same date.

Ship Virginia, captured by the Junon, same date.

Dolphin, captured by the Æolus, same date.

Schooner Eagle, from St. Bartholomew, bound to Baltimore, captured by the Sophie, same date.

Brig Nocton, from Rio Janeiro, bound to England, recaptured by the Belvidera, same date.

Schooner Independence, from Boston, bound to Washington (North Carolina,) captured by the Tartarus, same date.

Brig Little Arnold, from Baltimore, bound to Bourdeaux, captured by the Sophie, same date.

Brig Trinidad, from Bristol (Rhode Island), bound to Porto Rico and Trinidad, in Cuba, captured by the Sylph, same date.

Brig Fernando, captured by the Tartarus, same date.

Dolphin, captured by the Nimrod, same date.

Schooner High-flyer, captured by the Poictiers and Acasta, Jan. 1813.

Schooner Polly Merrick, from Norfolk, bound to New York, captured by the Sophie, same date.

Schooner Tropic, from New York, bound to Charleston, captured by the San Domingo, Jan. 17, 1813.

Schooner Saloma, captured by the Tartarus, same date.

Schooner Lady Hamilton, from Charleston, bound to New York, captured by the San Domingo, same date.

Schooner American Eagle, from Cadiz, bound to New York, captured by the San Domingo, January 18, 1813.

Brig Caroline, from Charleston, bound to New York, captured by the San Domingo, Jan. 17, 1813.

Ship Lydia, from Rhode Island, bound to Norfolk, captured by the Poictiers, Acasta, and Maidstone, Jan. 17, 1813.

Ship Eliza, from Madeira, bound to the West Indies, captured by the Maidstone, Junon, and Laurestinus, same date.

Schooner George Washington, from Windson, bound to New York, captured by the Sophie, same date.

Schooner Teazer, from New York, on a cruise, captured by the San Domingo, same date.

Schooner Gustaf Adolph, from New York, bound to St. Bartholomew, captured by the Ramillies and Victorious, same date.

Schooner Rhoda, captured by the Poictiers and Acasta, Jan. 1813.

Ship Republican, from Hayti, bound to New York, captured by the San Domingo, same date.

Brig Resolution, captured by the Ramillies and Victorious, same date.

Brig Savannah Packet, from New York, bound to Savannah, captured by the Poictiers, same date.

Brig Polly, captured by the San Domingo, same date.

Schooner James, captured by the Junon, same date.

Sloop Columbria, captured by the Belvidera, same date.

Schooner Bellona, from Beaufort (South Carolina), bound to Bourdeaux, captured by the San Domingo, same date.

Schooner Herkimer, from New York, bound to Norfolk, captured by the San Domingo, February 1, 1813.

Schooner Hope, captured by the Laurestinus, same date.

Schooner Unity, captured by the San Domingo, same date.

Brig Viper, captured by the Narcissus, same date.

Schooner Shepherd, captured by the Narcissus, same date.

Schooner Elisabeth, captured by the San Domingo, same date.

Ship Hebe, from Smyrna, bound to London, captured by the Shannon, Nymphe, and Curlew, same date.

Brig Governor Ankerheim, captured by the Ramillies and Victorious, same date.

Schooner Spencer, captured by the Belvidere, Junon, Maidstone, Laurestinus, and Sophie, same date.

Bedford, captured by the Tartarus, Dec. 19, 1812.

Brig Hazard, from Boston, bound to New Orleans, captured by the Sylph, Dec. 27, 1812.

Schooner Lucy, from Plymouth, bound to Virginia, captured by the Sylph, Dec. 28, 1812.

Sloop (name unknown), from Savannah, captured by the San Domingo, Feb. 1813.

Bark Leander, captured by the San Domingo, same date.

Brig (name unknown), captured by the San Domingo, same date.

Schooner Mary, from Havannah, captured by the San Domingo, same date.

Brig Gubbem, from Baltimore, bound to Havannah, captured by the Maidstone, Feb. 6, 1813.

Schooner Lucretia, from Boston, bound to Norfolk, captured by the Maidstone, Feb. 7, 1813.

Sloop Henry, from Charleston, bound to Alexandria, captured by the Maidstone, Feb. 7, 1813.

Schooner Hannah and Sally, wrecked in a gale of wind, captured by the Maidstone, Feb. 8, 1813.

Schooner Lottery, from Baltimore, bound to Bourdeaux, captured by the Maidstone, same date.

Schooner Philip, from Charleston, bound to Baltimore, captured by the Maidstone, same date.

The undermentioned Vessels taken by the Ships on the Jamaica Station.

Schooner Whim, from Baltimore, bound to St. Bartholomew's, captured by the Cyane, Sept. 18, 1812.

Brig Hamilton, from Port au Prince, bound to Portland, captured by the Cyane, Sept. 28, 1812.

Brig Del Carmen, seized for illicit trade, captured by the Cyane, October 4, 1812.

Brig Dominicano, captured by the Liberty, October 2, 1812.

Schooner Josepha, from Baltimore, bound to Havannah, captured by the Sappho, Sept. 26, 1812.

Sloop Molly, from Philadelphia, bound to Havannah, captured by the Sappho, Sept. 27, 1812.

Schooner Blanche, captured by the Sappho, Oct. 31, 1812.

Schooner Flora, from St. Domingo, bound to Turk's Island, captured by the Sappho, Nov. 13, 1812.

Schooner Mary, from St. Jago de Cuba, bound to Alexandria, captured by the Sappho, Nov. 26, 1812.

Schooner St. Nicholas, from Boston, bound to Havannah, captured by the Moselle, Sept. 19, 1812.

Schooner Experiment, from Boston, bound to Havannah, captured by the Rhodian and Variable, Sept. 23, 1812.

Schooner Clifton, from George Town, bound to Charleston, captured by the Rhodian and Variable, October 14, 1812.

Ship La Venus, from Philadelphia, bound to St. Jago de Cuba, captured by the Moselle, same date.

Schooner Magnolia, from Rio Janeiro, bound to Havannah, captured by the Moselle, Nov. 4, 1812.

Schooner Rising Sun, from New York, bound to Charleston, captured by the Rhodian and Southampton, Oct. 17, 1812.

Schooner Ellinor Ann, from Alexandria, bound to Charleston, captured by the Rhodian and Southampton, Nov. 7, 1812.

Ship George and Mary, from Charleston, bound to Lisbon, captured by the Rhodian, Southampton, and Variable, Nov. 12, 1812.

Brig Venus, from Charleston, bound to Lisbon, captured by the Rhodian, Southampton, and Variable, same date.

Brig Helen, from Charleston, bound to Lisbon, captured by the Rhodian, Southampton, and Variable, same date.

Brig Vixen, captured by the Southampton, November 22, 1812.

Schooner Louisa, from St. Domingo, bound to Port Royal, captured by the Shark, November 22, 1812.

Schooner St. Anna, from St. Domingo, bound to Port Royal, captured by the Shark, same date.

Schooner James and Richard, seized for illicit trade, captured by the Sapphire, Nov. 8, 1812.

Schooner Joseph and Mary, from Baltimore, on a cruise, captured by the Narcissus, Nov. 24, 1812.

Ship Perthshire, from St. John's (New Brunswick), bound to Jamaica, re-captured by the Fawn, Dec. 4, 1812.

Brig Rachael, from Greenock, bound to La Guira, re-captured by the Fawn, Dec. 19, 1812.

Brig San Pedro, from New Orleans, bound to St. Domingo, captured by the Garland, Dec. 4, 1812.

Schooner Racehorse, captured by the Rhodian, Jan. 2, 1813.

Brig El Cubina, re-captured by the Rhodian, same date.

Schooner Montserrate, from Port au Prince, bound to Nassau, captured by the Rhodian, same date.

Schooner Wilhelmina, captured by the Rhodian, same date.

Brig Cyrus, from St. Jago de Cuba, bound to Philadelphia, captured by the Rhodian, same date.

Brig Osprey, from Rio Grande, bound to Havannah, captured by the Moselle, Dec. 30, 1812.

Brig Lord Wellington, from Halifax, bound to Jamaica, re-captured by the Moselle, Jan. 16, 1813.

Schooner Three Friends, from Philadelphia, bound to Madeira, captured by the Circe, December 3, 1812.

Ship Philip, from Bristol, bound to Jamaica, re-captured by the Morgiana, Jan. 28, 1813.

The undermentioned Vessels taken by the Ships on the Leeward Island Station.

Brig Jane, captured by the Spider, Sept. 18, 1812.
Schooner Diana, captured by the Spider, Sept. 20, 1812.
Schooner Carolus (2), captured by the Spider, Sept. 22, 1812.
Brig Anna Maria, captured by the Mercury, Sept. 18, 1812.
Sloop Tigre, captured by the Mercury, Oct. 2, 1812.
Ship Hope, captured by the Tribune, Sept. 27, 1812.
Brig William Rathbone, captured by the Charybdis, Oct. 8, 1812.
Schooner Blockade, captured by the Charybdis, Oct. 31, 1812.
Sloop Prevoyante, captured by the Peruvian, Oct. 12, 1812.
Schooner Yankee, captured by the Peruvian, Oct. 24, 1812.
Schooner Shepherdess, captured by the Lightning, Oct. 12, 1812.
Brig Brandy Wine, captured by the Lightning, Nov. 17, 1812.
Schooner Carlos, captured by the Liberty, Oct. 9, 1812.
Schooner Barbadoes, captured by the Liberty, Oct. 16, 1812.
Brig Santa Dominica, captured by the Liberty, Oct. 20, 1812.
Schooner Maria, captured by the Liberty, Dec. 2, 1812.
Brig Nancy, captured by the Liberty, Dec. 5, 1812.
Schooner Laura, captured by the Elizabeth, Nov. 24, 1812.
Ship Venus, captured by the Herald, Dec. 16, 1812.

JOHN BORLASE WARREN.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Captain Tobin, of H. M. S. the Andromache, reporting the capture, on the 14th instant, of the American letter of marque schooner Courier, of 250 tons, 6 guns, and 35 men, bound from Nantes to Baltimore.

Copy of a Letter from the Hon. Captain Irby, of H. M. S. the Amelia, to John Wilson Croker, Esq. dated at Spithead, the 22d instant.

SIR,

I beg leave to acquaint you, for the information of the Right Honourable the Lords Commissioners of the Admiralty, that when I was about to quit Sierra Leone River for England, in H. M. S. under my command, on the 29th Jan. Lieut. Pascoe arrived there with the chief part of the crew of H. M.'s gun-brig Daring, he having been obliged to run his vessel on shore, and blow her up at Tamara (one of the Isles de Loss), in consequence of having been chased by a French frigate, in company with two other ships, apparently frigates: he reported having left them at anchor off the islands on the 27th. I immediately dispatched Lieutenant Pascoe in a small schooner to reconnoitre the enemy (he having volunteered his services), and on the 3d February he returned, having ascertained their force to be two frigates of the largest class (L'Arethuse and La Rubis), and a Portuguese ship, their prize; that they had nearly completed their water; and, after unloading the Portuguese ship, intended to give her up to the crew, and proceed themselves to sea to intercept our homeward-bound trade. Conceiving that if I cruised off the Isles de Loss (in the event of their not having left them), I might be enabled to fall in with any of H.M. ships that might be coming down the coast, and also protect the vessels bound to Sierra Leone, of which I had received intelligence, I prepared to weigh, when a cartel arrived from the islands with the master and boat's crew of the Daring, and the master and crew of another vessel they had taken, whose accounts corroborating Lieutenant Pascoe's report, I left Sierra Leone River, and worked up to the islands: standing in at daylight on the 6th ultimo towards the island of Tamara, we joined the Princess Charlotte government schooner, who informed me one of the frigates was at anchor at a considerable distance to the northward from the other, which was apparently unloading the prize. I dispatched the schooner to Sierra Leone, to leave directions to any ships that might arrive to repair to me. Having neared the island in the evening, the frigate to the northward weighed, and stood out to sea; the other frigate had signals flying, and being observed at sunset with her topsails hoisted, I stood off for the night; and the next morning one of the frigates (I believe L'Arethuse), was just visible from the deck—it was then calm; on a breeze springing up about noon, she stood towards us. As I had hopes of drawing her from her consort, we continued standing out to sea till sunset, when not perceiving the other ship from the mast-head, and the breeze failing, we shortened sail, wore and stood towards her. A little after seven, the enemy observing us near him, tacked, and hoisted his colours. At 45 minutes past seven, P. M. being within pistol-shot on his weather-bow, both ships commenced firing nearly at the same time, which continued (remaining nearly in the same situation) until twenty-one minutes past eleven, when she bore up, having the advantage of being able so to do, leaving us in an ungovernable state, with our sails, standing and running rigging cut to pieces, and masts injured. During the action we twice fell on board the enemy, in attempting to thwart his hawse, when he attempted to board, but was repulsed by the marines (which were commanded by Lieutenant Simpson) and the boarders. Though I most sincerely lament the numerous list of killed and wounded, which amounted to 141, yet it is the greatest consolation in reflecting, that we were never once exposed to a raking shot, or the slightest accident occurred; all fell by fair fighting.

It is with the most poignant regret I have to mention the names of the senior and second lieutenants, John James Bates, and John Pope, and Lieutenant Grainger, of marines, among the slain; they fell early in the

action; having been more than five years in the ship, I have had ample opportunities of knowing their inestimable characters, and the consequent loss the service has sustained by their falling. It is with equal concern I have to mention Lieutenant George Wills, the junior lieutenant, who fell while carrying on the duty on the quarter-deck, when I had received a wound which obliged me to quit it; and also that of that good and zealous officer, Lieutenant Pascoe, late of the Daring, who commanded the midship guns, on the main deck; Mr. John Bogue, late purser of the Thais (invalided) received a mortal wound below, after having been before wounded on the quarter-deck.

When I have the misfortune to state such a severe loss, I trust it will be clear every person must have done his duty; I feel most grateful to my gallant officers and crew, as well as the supernumeraries late belonging to the Daring, for their cool, steady, and persevering conduct, which was worthy the utmost success; but the superior force of the enemy (she carrying on her main-deck heavy French twenty-four pounders), the considerable quantity of gold dust we have on board, as well as the certainty of the other frigate coming up, would have prevented me seeking a renewal of the action, if it had not been totally impracticable.

I should not omit to mention to their lordships, the admirable conduct of Mr. De Mayne, the master, who placed the ship so ably at the commencement of the action, and his unremitting assiduity till the enemy kept away. My most grateful thanks are due to Lieutenant Simpson, of marines, and John Collman, the purser, who exerted themselves to the utmost, as well as Mr. Saunders, of the African corps. Having received the greatest assistance from Lieutenant Reeve, invalided from his Majesty's sloop Kangaroo, who was wounded more than once during the action, I have appointed him to act as first lieutenant of the ship. Mr. Samuel Umfreville, master's mate, a deserving and valuable officer, as second, and Mr. Edward Robinson, master's mate, who has received a severe wound, as third.

The crippled state of the ship, and deplorable condition of the wounded, having rendered the object, for which I sailed from Sierra Leone, abortive, having every reason to conclude, that the state of the enemy must have been such, as to have greatly foiled him in his intended operations, being much cut up about his hull, I thought myself justified, in not remaining on the coast, and, therefore, proceeded with the intention of touching at Madeira or the Western Islands, for refreshments for the sick, which the badness of the weather prevented, and arrived here this day.

I must not omit to report to their lordships, the high sense I entertain of the humane and skilful attention of Mr. Williamson, surgeon, and Mr. Burke, assistant, as also that of Mr. Stewart, late assistant-surgeon of the Daring, to the wounded, since this sanguinary conflict.

I should also state, that, although our numbers were apparently strong at the commencement of the action, yet, from the length of time we had been on the coast, and much reduced by sickness, we had barely our complement fit for duty, and they much enervated.

Herewith, I transmit a list of the killed and wounded, and I have the honour to be, &c. FREDERICK PAUL IRBY, Captain.

John Wilson Croker, Esq. &c.

List of Killed and Wounded on board H.M.S. Amelia, Commodore the Honourable Frederick Paul Irby, on the 7th day of February, 1813.

Killed.—John James Bates, lieutenant; John Pope, ditto: George Wills, ditto; William R. Pascoe, ditto, late commander of the Daring gun-vessel; John Bogue, late purser of the Thais; Charles Kennicott, midshipman; James Meddal, quarter-master; George Cooper, able seaman; John Wilson, (1), ditto; John Brown, (3), ordinary seaman; Samuel M'Kenza, ordinary seaman; John Welch, ditto; Roger Vivian, able seaman: James

Greig, caulker; Saul Therre, ordinary seaman; Michael Laughlin, ditto; Thomas Gardner, ditto; Charles Squires, quarter gunner; Peter Blair, ditto; Robert Shearer, able seaman; James Laughton, ditto; James White, ditto; George Edwards, carpenter's crew; William Matthews, landman; John Dirks, ordinary seaman; John Corlett, landman; Alexander Finlesson, ordinary seaman; Hugh Williams, ditto; John Hayes, landman Thomas Crispin, ditto; Abraham Tebball, able seaman; William Hammond, supernumerary boy (third class); William Hall, ditto; George Brown, deserter from the Fisguard; William Scott, captain of the forecastle, late of the Daring; John Lawless, landman, ditto; Hugh Norton, ditto, ditto; Anthony Newstub, supernumerary boy (third class), ditto; R. G. Grainger, second lieutenant of marines; Thomas Smith, serjeant of marines; Thomas Shefton, private marine; John Barber, ditto; William Sneyd, ditto; Louis Jones, ditto; Richard Lang, ditto; William Marshall, ditto, late of the Daring.

Total killed 46

Since dead.—David Wells, landman. 1

Anthony Francisco, ordinary seaman. 1

Simon Carter, private marine. 1

Peter Bartlett, ditto, late of the Daring. 1

Robert Francis, serjeant of marines. 1

Total killed, and since dead. 51

Wounded dangerously.—John Parkinson, boatswain; Edward Robinson, master's mate; George Albert Rix, midshipman; John Newbury, able seaman; Joseph Gower, ditto; Patrick M'Evoy, landman; Jeremiah Edwards, ordinary seaman; Edward Cole, captain of the after guard; Robkrt Dunning, able seaman; Thomas Smith, (1), landman; John Hill, (2), able seaman; David Wells, landman; William Francis, serjeant of marines; Daniel Goodall, private; Simon Carter private; Thomas Coleman, ditto ——Total. 16

Severely.—Honourable F. P. Irby, captain; John Otto, quarter gunner; John Watson, ship's corporal; Robert Creer, landman; Thomas Pearce, ditto; John Cooley, ordinary seaman; Richard Poole, captain of the forecastle; Thomas Hood, landman; Robert Craid, ditto; Benjamin Daniel Smith, able seaman; John Brookman, landman; John Bombay, able seaman; Peter Le Page, ditto; William Rouse, landman; Man. Faibo, ordinary seaman; Adam Watson, able seaman; Joseph Saunders, ditto; Antonio Francisco, ordinary seaman; Jeptha Leech, quarter-master; William Welch, landman; John M'Manus, ordinary seaman; James Cribbs, supernumerary boy (second class); John M'Leary, gunner's mate, late of the Daring; Samuel Hardy, landman, ditto; Edward Roberts, able seaman, ditto; Richard Smith private marine; William Smith, ditto; Thomas Bobbett, ditto; James Webb, ditto; Edward Ward, ditto; John M Donald, ditto; William Rambridge, corporal of marines, late of the Daring; William Higgetts, private marine, ditto; William Jones, ditto, ditto; Peter Bartlett, ditto, ditto.——Total 35

Slightly.—William Reeve, lieutenant, late of the Kangaroo; Anthony De Mayne, master; John Collman, purser; Thomas D. Buckle, midshipman; George T. Gooch, ditto; Arthur Beever, (first class); John Soames, able seaman; Stephen Fyfe, ordinary seaman; Thomas Thomas, ditto; John William Bennett, landman; Mig. Pinto, ditto; Samuel M'Gregory, ordinary seaman; Edward Thompson, able seaman; William Newby, quarter master; John Brown (5), sail maker's mate; John Redhead, quarter gunner; Samuel Ely, landman; Erasmus Anderson, quarter master's mate; Michael Ayres, landman; Wilmot Carr, quarter gunner; John Brown (2), ordinary seaman; John Narrington, able seaman; Joseph Ha-

zlegrove, ordinary seaman; James Mills, ordinary seaman; James Perry, landman; Daniel M'Manus, (third class); Henry Piper, ordinary seaman, late of the Daring; William Higgins, ditto, (third class), ditto; John Pimpson, first lieutenant of marines; John Skinner, private ditto; James Healey, ditto; John Sidebottom, ditto; David Hughes, ditto; Richard Dauncey, ditto; Patrick Clarke, ditto; Mark M'Donald, ditto; Nathaniel Warwick, ditto; James Farrell, ditto; William Tankard, carpenter's crew; Robert Dickens, private marine; William Griffiths, late of the Daring, ditto; Steward Susherland, supernumerary; David Fulton, ditto; Edward Garnish, ditto.——Total..... 44

Totol wounded.—Dangerously 16; Severely 35; Slightly 44.

Total, ... 95

FRED. PAUL IRBY, Captain.
STEPHEN WILLIAMSON, Surgeon.

Promotions and Appointments.

His Royal Highness the Prince Regent has been pleased to appoint George Foy, Esq. to be his Majesty's Consul at the city and port of Stockholm, in the kingdom of Sweden.—*Foreign Office, Jan.* 27.

His Royal Highness the Prince Regent has been pleased to appoint William Laird, Esq. to be his Majesty's Consul at Malaga.—*Foreign Office, Feb.* 20.

His Royal Highness the Prince Regent has also been pleased to appoint Bernard Athy, Esq. to be his Majesty's Consul at Alicant.—*Foreign Office, Feb.* 20.

His Royal Highness the Prince Regent has been pleased to appoint Sir Richard Goodwin Keats, K.B. Vice-admiral of the Blue Squadron of his Majesty's Fleet, to be Governor and Commander-in-chief of the island of Newfoundland, in North America.—*Foreign Office, Feb.* 20.

His Royal Highness the Prince Regent, taking into consideration the zeal, distinguished bravery, and meritorious services of Sir Christopher Cole, Knt. Captain R. N. particularly manifested when commanding a squadron of H.M.'s ships at the capture of the island of *Banda-Neira* and its dependencies, where he landed at the head of 180 men of the said squadron, stormed and carried the castle of *Belgica*, and the other forts of the said island, altogether mounting 150 guns, and defended by a garrison consisting of 750 regular troops and 500 militia; which gallant exploit occasioned the immediate and unconditional surrender of the whole of those valuable possessions to H.M.'s arms; hath been graciously pleased to grant unto the said Sir Christopher Cole H.M.'s royal license and authority, that he and his descendants may bear, as an addition to the armorial ensigns used by his family (being a bull passant thereon, three annulets, the whole within a bordure charged with annulets and bezants alternately), the honourable augmentation following, that is to say: "*On a bend a scaling ladder, over all a canton thereon, on a mount a castle with five towers, superinscribed* BELGICA;" and, as an augmentation to his crest (being a demi-dragon charged with three annulets), "*the same issuant from a naval crown, and supporting a flag-staff, thereon hoisted a Dutch ensign, the centre stripe inscribed* BANDA, *and, above, an English pendant flying*," to be borne and used for ever hereafter by him the said Sir Christopher Cole, Knt. and his descendants; provided the said honourable augmentation be first duly exemplified according to the laws of arms, and the said royal concession be recorded in the College of Arms.—*Whitehall, Feb.* 17.

His Royal Highness the Prince Regent has been pleased to give and grant unto Lieutenant Richard Moorman, R.N. H.M.'s royal license and permission, that he may accept and wear the insignia of the Little Cross of the Royal Sicilian Order of Saint Ferdinand and of Merit, which his Majesty Ferdinand the Fourth, King of the Two Sicilies, has been pleased to confer upon him, as a testimony of the high sense entertained by the said King of the great courage and intrepidity displayed by the said Lieutenant Richard Moorman, in several attacks against the enemy near Messina: provided, nevertheless, that this his Majesty's license and permission doth not authorize, and shall not be deemed or construed to authorize, the assumption of any style, appellation, rank, precedence, or privilege, appertaining unto a Knight Bachelor of these realms.—*Whitehall, March* 4.

His Royal Highness the Prince Regent has been pleased to give and grant unto Sir Isaac Coffin Greenly, Bart. Vice-admiral of the Red Squadron of H.M.'s fleet, H.M.'s royal license and authority, that he may relinquish the surname and arms of Greenly, and henceforth use and bear his own family surname of Coffin only; provided that the said royal concession and declaration be registered in his Majesty's College of Arms.—*Whitehall, March* 13.

His Royal Highness the Prince Regent has been pleased to give and grant unto Robert Hall, Esq. Post Captain R.N. and a Brigadier-general in the service of his Majesty Ferdinand the Fourth, King of the Two Sicilies, H.M.'s royal license and permission, that he may accept and wear the insignia of a Knight Commander of the Royal Sicilian Order of Saint Ferdinand and of Merit, which his Sicilian Majesty has been pleased to confer upon him, in testimony of the high sense his said Majesty entertains of the great courage and intrepidity displayed by the said Captain Hall in several attacks on the enemy's flotilla on the coast of Calabria: provided nevertheless, that his Majesty's said license and permission doth not authorize, and shall not be deemed or construed to authorize, the assumption of any style, appellation, rank, precedence, or privilege, appertaining unto a Knight Bachelor of these realms.—*Whitehall, March* 11.

His Royal Highness the Prince Regent has been pleased to appoint the Rev. James Stanier Clarke, LL.B. Chaplain of the Household, and Librarian to his Royal Highness, to be one of his Majesty's Chaplains in attendance on the Prince Regent.—*Carlton House, March* 20.

Admirals and Captains appointed.

Rear-admiral George Hope to be commander-in-chief in the Baltic.

Captains.—W. Sproule, to the William and Mary yacht; C. D. Pater, to the Dorset; E. W. C. Owen, to the Cornwall; Sir James Lucas Yeo, Knt. to command all the naval forces on the Lakes in Canada;* the Hon. R. Rodney, to the rank of post captain; John Maxwell, to the

* We understand, that four Commanders, eight Lieutenants, and 24 Midshipmen, have been placed under his command. The Woolwich, Captain Sullivan, is ordered to take them direct to Quebec. She also takes out the frames of several gun-vessels. The following are the names of the officers appointed to this service, under Sir James Yeo:—Captains Mulcaster, England, Spilsbury and Richard O'Connor (a volunteer); Lieutenants Alexander Dobbs, C. C. Owen, C. Radcliffe, G. B. Brown, James Groves, Charles Anthony, E. W. Buchan, and James M'Ghie. Messrs. Johnsons (two), Hicks, Griffiths, Creswick, Yeo, Watson, Giles, &c. Midshipmen.

Favourite; J. F. Devonshire, to the Albion; Edward Hawker, to the Bellerophon, the flag-ship of Rear-admiral Sir Richard Keats, on the Newfoundland station; Sir Christopher Cole, to the Rippon; D. H. Mackay, to the Malacca; Samuel Leslie, to the Volage; Charles Ragley, to the Barracoutta; Hon. ——— Duncan, to the Resistance; H. E. Chamberlayne, to the Imperieuse; B. Crispin, to the Scout; James Sterling, to the Bruizer; R. Stevens, to the Milford; George Kippen, to the Peruvian; George Boulton, to the Boyne; C. Jones, to the Ville de Paris, the flag-ship of Rear-admiral Sir Harry Neale, Bart.; John Cochet, to the Ardent; William Hanwell, to be agent for prisoners of war at Norman Cross; J. L. Manley, to the Termagant; Andrew King, to the Unité; William Hamilton, to the Rainbow; Alexander M'Vicar, to the Apelles; G. A Byron, to the Woodlark; John Baldwin, to the Flamer; James Green, to the Daphne, to bear the flag of Admiral George Hope, as commander-in-chief in the Baltic; John Evans, to the Recruit; H. T. Senhouse, to the Martin; W. Bowen, to be agent for transports in the Baltic.

Lieutenants, &c. appointed.

R. P. Brereton, to the Parthian; J. B. Boulthy, to the Sheerwater; J. L. Beckford and J. Eastwood, to the Madagascar; J. Brisbane, W. Dufty, T. Hodges, R. Deans, and L. Campbell, to the Stirling Castle; H. Brett, G. Walker, P. Harrison, and C. Crowdy, to the Rippon; J. L. Carnegie, to the Acasta; Charles Cumby, J. G. Max, R. Gibson, and W. P. Wade, to the Antelope; J. P. Clarke, to the Inconstant; J. Dundas, to the Bold; G. Glanville, to the Spitfire; W. Goldfinch, to the Nemesis; Thomas Saville Griffinhoofe, John Gummoe, N. Gould, W. Hall, D. O'Casey, and G. Fardrew, to the Bellerophon; G. Kiffen, to the Peruvian; G King, to the Cornwall; William Lutman, to the Dover; J. Molesworth, to the Rippon; John Archer, to the Jalouse; C. Bowen, to the Indus; Henry Boldman, to the Port Mahon; John Bull, to the Devastation; Corby Bourne, to the Wizard; Thomas W. Buller and P. Horn, to the Indus; William Barnes and G. Godfrey, to the Vigo; Thomas Bourchier, to the Victorious; R. N. Connolly, to the Royal William; Thomas Coleman, to the Inconstant; John Cawley, to the Magicienne; W. R. Dawkins, to the Andromache; John Drake, to the Indus; Robert Dunlop, to the Surveillante; R. Gibson (2), to the Neptune (2) tender; William Godfrey, to be a commander, and to the Emulous; William Grove, to the Indus; J. P. Greenlaw, to the Dublin; J. Huggins, to the Majestic; W. Hornsby and G. Selby, to the Ville de Paris; John Johnstone (3), to the San Josef; Thomas Jackson, to the Wasp; Edward Knapman, to the Royal Sovereign; James Lambert, to the Experiment; John Leith, to the Ardent; Thomas Mansell, to the Barham; John Marshall, to the Woolwich; George Majoribanks, to the Thracian; George M. Monke, to the Niobe; W. F. Peter, to the Boyne; R. S. Maw, to the Lacedemonian; James Niven, to the Flamer; Robert Otway, to the Boyne; William Ody, to the Urgent; H. Pengelly, to the Loire; Edward Palmer, to the Cossack; P. C. Phillips, to the Sybille; William Rawlins, to the Ardent; James Storey, to the Royal William; H. Stewart, to be flag-lieutenant to Admiral Lord Keith; H. T. Sewell, to the Inconstant; George Tyler, to the Lion, to be flag-lieutenant to Rear-admiral Tyler; James Rollerton, to the Perseus; Thomas L. Reed, to the Ariel; W. M. Smith, to the Electra; William Stevenson, to the Queen; Thomas Sandford, to the Savage; James Symons (2), to the Venerable; William Savage, to the Centaur; ——— Syfreet, to the

Cornelia; Thomas Taplen, to the Pelican; W. Watson, to the Albion; Henry B. Woodhouse, to the Asia; Robert Willcox, to the Pembroke; R. Russel, T. England, G. O. Lempriere, A. B. W. Lord, J. B. Smith, and F. B. Spilsbury, to the rank of commander; J. T. Collar, T. Cannon, D. Dixon, H. B. Cock, J. Fraser, C. Moore, J. Hickman, W. Hicks, W. N. Jewell, ——— Pembroke, T. H. Querin, H. Palmer, A. Plymsell, A. L. Williams, and ——— Roquier (Midshipmen), to the rank of lieutenant.

Chaplains.—The Rev. W. H. Taylor, to the Puissant; Rev. R. Wills, to the Bulwark; Rev. C. A. Sage, to the San Josef.

Pursers.—G. T. Tracey, to the Scarborough; N. G. Butt, to the Waaldemaar; C. J. Phelan, to the Inconstant.

Mr. King, to be superintending master of the Breakwater at Plymouth, *vice* Price.

Masters.—Richard Turner, to the Weymouth store-ship; E. Spencer, to the Woolwich; J. Font, to the Albion; J. B. North, to the Cheerful; T. Wright, to the Brazen; W. Carr, to the Madagascar; C. Warren, to the Cygnet; J. Bevans, to the Tuscan; V. Tregear, to the Porcupine; J. Dillon, to the Freija; B. Worth, to the Bedford; G. Ramsden, to the Tiger; J. Miller, to the Phœbe; H. M'Cleverty, to the Bellerophon; P. Paterson, to the Ardent; E. Harvey, to the Inconstant; C. Cleveland, to the Zephyr; J. James, to the Diomede; H. G. Slenner, to the York; T. Gwyther, to the Bustard; W. Petre, to the Armide; C. Waldron, to the Nemesis; J. Allen, to the Favourite; T. Turner, to the Wasp; A. Trahar, to the Monmouth.

A List of Midshipmen who have passed for Lieutenants in March.

Sheerness.—R. Morgan, C. Eyne, P. K. Jones, R. Johnson, F. Franks, W. Watkins.

Portsmouth.—J. Hunter, W. Keith, W. Symes, B. Lewis, G. Brenton, E. Redwell, R. Sedley, J. Osman, J. Wright.

Plymouth.—J. M'Donald, A. H. Wilson, R. Hoare, R. Herner, E. Thomas, T. Cawley, J. Heyland, G. Arden.

Surgeons, &c. appointed.

James Wade, to the Madagascar; John Jones, to the Woolwich; John Osborne, to the Ringdove; J. M'Reece, to the Hamadryad; Stephen Fowell, to the Sultan; G. H. Weatherhead, to the Jalouse; William Wilson, to the Albion; James Napper, to the Kangaroo; John Gooch, to the Aigle; Joseph Field, to the Hyacinth; J. H. Swann, to the Doris; James Dundas, to the Cheerful; James Brydone, to the Conquestadore; F. W. Pridham, to the Mulgrave; Justin M'Carthy, to the Hector; D. Boyter, to the Hotspur; G. Johnstone, to the Rifleman; William Corran, to the Pheasant; Joseph Ollier, to the Porcupine; Archibald Lang, to the Sybille; J. Lewis, to the Woolwich; G. P. M. Young, as a supernumerary on board the Woolwich, for a particular service; James Coulthred, to the Scarborough; G. Bernard, to the Wasp; David Reid, to the Bellerophon; J. Stewart, to the Rippon; C. Linton, to the Antelope; J. King, to the Dover.

Assistant-Surgeons, &c. appointed.

Isaac Deas, to the San Josef; William Fraser, to the Madagascar; James Baylis, to the Vigo; William Cowling, to the Dextrous; Henry Hall, supernumerary to the East Indies; William Lane, to the Colossus; John Summers, to be an hospital mate; William Jones, to the Majestic; Andrew Macansh, supernumerary to the East Indies;

John Campbell, to the Bedford; John Gray, to be an hospital mate at Dartmoor; Alexander Salter, to the Majestic; Robert Reeder, to the Abundance store-ship; William Burnside, to the Archer; Francis Cole, to the Indefatigable; John Taylor, to the Contest; L. Hathway, to the Bold; H. Cochrane, to the Cornwall; James Burrell, to the Inconstant; A. N. Murray, to the Indus; John Campbell, to the Bellerophon; Alexander Linton, to the Brune; James Mitchell, to join the Woolwich store-ship, for a particular service; W. West, for ditto; A. Bernard, for ditto; John M'Laren, for ditto; J. Harrower, to be hospital mate at Portchester; J. F. Bailey, to the Cormorant; H. Hall, to the Royal William; W. J. Crane, to the Holly schooner.

BIRTHS.

Lately, in Greenwich Hospital, the lady of Lieutenant Frederick Bedford, of that institution, of a son.

Feb. 19, the lady of Captain Thomas Brown, of H. M.'s frigate Loire, of a son.

Feb. 21, at Southampton, the lady of Captain Ayscough, R.N. of a daughter.

Feb. 23, in Charlotte-street, Portland-place, the lady of Captain Edward Chetham, R.N. of a son.

March 3, at Stonehouse, Devon, the lady of Captain H. Heathcote, of H.M.S. Scipion, of a daughter.

The same day, at Winchester, the Countess of Northesk, of a son.

March 4, at Fareham, the lady of Captain Bourchier, of H.M.S. Ville de Paris, of a daughter.

March 19, in Norfolk-street, Strand, London, the lady of Mr. Ommanney, of a son.

MARRIAGES.

Lately, at Weymouth, Captain Arthur Lysaght, R.N. to Caroline, third daughter of Thomas Cuming, Esq. of Camden place, Bath.

Captain Trollope, R.N. to Barbara, daughter of Joseph Goble, Esq. of Kinsale.

Feb. 27, at Woolwich, Lieutenant Gritten, R.M. to Miss Bonnycastle, daughter of John Bonnycastle, Esq. Woolwich Common.

March 3, at Stoke church, Lieutenant Thomas Jiff, of H.M.'s schooner Sparrow, to Miss Ann Brown, youngest daughter of Mr. John Brown, of Plymouth.

March 8, at St. James's church, London, George Hicks, Esq. of Lincoln's-inn, to Miss Augusta Fielding, daughter of the late Captain Fielding, R.N.

March 9, Henry Lyford, Esq. captain of H.M.S. Erebus, to Miss Benfield, daughter of the late Rev. Mr. Benfield.

March 10, Captain George Hills, R.N. to Diana, fourth daughter of the late T. Hammersley, Esq. banker.

March 11, Captain Buckland Sterling Bluett, R.N. to Miss Emily Powell, of Hammersmith.

Same day, Captain A. B. Bingham, R.N. (late of H.M.S. Little Belt), to Miss Kingsman, daughter of William Long Kingsman, Esq.

OBITUARY.

April 9, 1812, in India, Mr. F. R. Lambert, midshipman on board H.M.S. Cornelia, and second son of the late Sir H. Lambert, Bart.

In December, 1812, at Antigua, Lieutenant Thomas C. Scotland, R.N. son of Thomas Scotland, Esq. of that island.

January 14, 1813, at the Naval Hospital, in Port Royal, Jamaica, Mr. Charles Thornbury, master's mate of H.M.S. Garland, and late in the same capacity on board the Nereide frigate, Captain N. J. Willoughby, when taken by a French squadron off the Isle of France, after a most determined and gallant resistance, in which all the officers and men on board were either killed or wounded. He was a brave and meritorious officer; who, though young in years, was old in the service of his country, and was not more esteemed for his gallantry than beloved for his qualities as a man, and as a worthy member of society.

Lately, Captain Charles Robb, of H.M. sloop Apelles. He was washed overboard from that vessel, and drowned, when assisting to throw the guns over-board in a gale of wind.

At Stilton, Daniel Vautier, Esq. R.N. cousin to Sir Samuel Romilly.

Captain John Draper, R.N. agent for prisoners of war at Norman Cross, Huntingdonshire.

At the Naval Hospital, at Halifax, Mr. William Mowbray, commander of H M. store-ship Swift.

At Bermuda Hospital, Mr. Westonberg, dispenser of that hospital.

Also Mr. Lucas, purser of H.M.S. Ruby.

At Malta, suddenly, Mr. Baxter, formerly assistant-surgeon of H.M.S. Milford.

At Longwy (in France), aged 45, Capt William Atkinson, of Hull. Mr. Atkinson was taken prisoner about two years ago, in the ship Harvey, of Hull, by a French privateer, in the Mediterranean. Since that time he has been a prisoner on his parole, and of infinite service to his fellow-prisoners at Longwy.

At Plymouth, Captain R. D. Forster, on the retired list of the royal marines, and one of the barrack-masters of that garrison.

At Meaford, Staffordshire, in his 85th year, William Jervis, Esq. eldest brother of the Earl of St. Vincent.

Mrs. Seward, wife of Captain Seward, R.N. and only daughter of Major-general Evelegh, of the royal engineers.

Feb. 7, was killed, on board the Amelia, in action with the French frigate Arethuse (*vide Letters on Service, in a preceding page*), Lieutenant John James Bate, first lieutenant, John Pope, second lieutenant, and George Wills, third lieutenant, of the Amelia; Lieutenant William Pascoe, commander of H.M. late gun-brig Daring, was a supernumerary on board the Amelia; as was Mr. John Bogue, purser of the Thais; both of whom also fell in this sanguinary action.—Second Lieutenant R. Grainger, of the royal marines, belonging to the Amelia, is also amongst the list of slain.

Feb. 21, at his residence, Bedford-house, Brighton, William Bowen, Esq. a post captain in the royal navy, aged 51 years.

Feb. 26, at Stonehouse, Mr. George Searle, aged 78, many years agent of the Royal Naval Hospital.

Same day, at Lyme Regis, Dorset, the Rev. H. Carter, aged 73, rector of Whittenham, Berks, father of Captains Benjamin and Charles Carter, R.N. and the youngest and last surviving brother of the celebrated Mrs. Elizabeth Carter.

Feb. 27, at Montrose, in Scotland, Captain Deacon, R.N.—This estimable officer had the honour to receive the sword of the Comte de Grasse, when serving as first lieutenant with the veteran Lord Hood, in the Barfleur.

March 4, at the Royal Hospital, Lieutenant Durham, late of the Neptune (1) tender.

March 18, suddenly, at the Vicarage, Wandsworth, Mrs. Ommanney, relict of Admiral Ommanney.

BIOGRAPHICAL MEMOIR

OF

SIR FRANCIS DRAKE, KNT.

VICE-ADMIRAL OF ENGLAND,

IN THE YEAR 1588.

(Continued from page 189.)

THEY stayed here two months afterwards, without receiving any other injuries from the natives; who, finding the danger to which they exposed themselves by open hostilities, and not being able any more to surprise the vigilance of Drake, preferred their safety to revenge. But Drake had other enemies to conquer or escape, far more formidable than these barbarians, and insidious practice to obviate, more artful and dangerous than the ambushes of the Indians; for in this place was laid open a design, formed by one of the gentlemen of the fleet, not only to defeat the voyage, but to murder the general. This transaction is related in so obscure and confused a manner, that it is difficult to form any judgment upon it. The writer who gives the largest account of it, has suppressed the name of the criminal; which we learn from a more succinct narrative, published in a collection of travels near that time, to have been Thomas Doughtie. What were his inducements to attempt the destruction of his leader, and the ruin of the expedition; or what were his views, if his designs had succeeded; what measures he had hitherto taken; whom he had endeavoured to corrupt; with what arts, or what success; we are no where told. The plot, as the narrative assures us, was laid before their departure from England, and discovered, in its whole extent, to Drake himself, in his garden, at Plymouth, who, nevertheless, not only entertained the person so accused as one of his company, but, this writer very particularly relates, treated him with remarkable kindness and regard, setting him always at his own table; and lodging him in the same cabin with himself. Nor did he ever discover the least suspicion of his intentions, till they arrived at this place, but appeared, by the authority with which he invested him, to consider him as one to whom, in his absence, he could most securely entrust the direction of his affairs. At length, in this remote corner of the world, he found out a design formed against his life, called together all his officers, laid before them the evidence on which he grounded the accusation, and summoned the criminal, who, full of all the horrors of guilt, and confounded at so clear a detection of his whole scheme, immediately confessed his crimes, and acknowledged himself unworthy of longer life: upon which the whole assembly, consisting of thirty

persons, after having considered the affair with the attention which it required, and heard all that could be urged in extenuation of his offence, unanimously signed the sentence by which he was condemned to suffer death. Drake, however, unwilling, as it seemed, to proceed to extreme severities, offered him his choice, either of being executed on the island, or set ashore on the main land, or being sent to England to be tried before the council; of which, after a day's consideration, he chose the first, alleging the improbability of persuading any to leave the expedition for the sake of transporting a criminal to England, and the danger of his future state among savages and infidels. His choice, I believe, few will approve: to be set ashore on the main land, was indeed only to be executed in a different manner, for what mercy could be expected from the natives so incensed, but the most cruel and lingering death? But why he should not rather have requested to be sent to England, it is not so easy to conceive. In so long a voyage, he might have found a thousand opportunities of escaping, perhaps with the connivance of his keepers, whose resentment must probably in time have given way to compassion, or at least by their negligence, as it is easy to believe, they would, in times of ease and refreshment, have remitted their vigilance, at least he would have gained longer life, and to make death desirable seems not one of the effects of guilt. However, he was, as it is related, obstinately deaf to all persuasions, and adhering to his first choice, after having received the communion, and dined cheerfully with the general, was executed in the afternoon, with many proofs of remorse, but none of fear. How far it is probable that Drake, after having been acquainted with this design, should admit him into his fleet, and afterwards caress, respect, and trust him; or that Doughtie, who is represented as a man of eminent abilities, should engage in so long and hazardous a voyage, with no other view than that of defeating it, is left to the determination of the reader. What designs he could have formed, with any hope of success, or to what actions worthy of death he could have proceeded without accomplices, for none are mentioned, is equally difficult to imagine. Nor, on the other hand, though the obscurity of the account, and the remote place chosen for the discovery of this wicked project, seem to give some reason for suspicion, does there appear any temptation, from either hope, or fear, or any interest, that might induce Drake, or any commander in his state, to put to death an innocent man upon false pretences.* After the execution of this man,

* It has been stated by some, that Doughtie was sent abroad for no other purpose than to meet his end, because he had charged the great Earl of Leicester with poisoning the Earl of Essex—a fact generally admitted at that era, from the circumstance of Leicester's marrying, in a short time, Lettice, Countess of Essex,

the whole company, either convinced of the justice of the proceeding, or awed by the severity, applied themselves without any murmurs, or appearance of discontent, to the prosecution of the voyage, and having broken up another vessel, and reduced the number of their ships to three, they left the port, and on August the 20th, entered the Straits of Magellan, in which they struggled with contrary winds, and the various dangers to which the intricacy of that winding passage exposed them, till night, and then entered a more open sea, in which they discovered an island, with a burning mountain. On the 24th, they fell in with three more islands, to which Drake gave names, and landing to take possession of them in the name of his sovereign, found in the largest so prodigious a number of birds, that they killed three thousand of them in one day. This bird, of which they knew not the name, was somewhat less than a wild-goose, without feathers, and covered with a kind of down, unable to fly or rise from the ground, but capable of running and swimming with amazing celerity; they feed on the sea, and come to land only to rest at night, or lay their eggs, which they deposit in holes like those of conies. From these islands to the South Sea, the strait becomes very crooked and narrow, so that sometimes, by the interposition of headlands, the passage seems shut up, and the voyage entirely stopped. To double these capes is very difficult, on account of the frequent alterations to be made in the course. There are, indeed, as Magellan observes, many harbours, but in most of them no bottom is to be found. The land on both sides rises into innumerable mountains, the tops of which are encircled with clouds and vapours, which being congealed, fall down in snow, and increase their height by hardening into ice; which is never dissolved; but the valleys are, nevertheless, green, fruitful, and pleasant. Here, Drake, finding the

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with whom it was known he had been too familiar. In a poem, called *Leicester's Ghost*, are the following stanzas:—

" I doubted, lest that Doughtie should bewray
My counsel, and with other party take;
Wherefore, the sooner him to rid away,
I sent him forth to sea with Captain Drake,
Who knew how to entertain him for my sake.
Before he went, his lot by me was cast;
His death was plotted, and performed in haste.

" He hoped well: but I did so dispose,
That he, at Port St. Gillian, lost his head;
Having no time permitted to disclose
The inward griefs that in his heart were bred,
We need not fear the biting of the dead.
Now let him go, transported to the seas,
And tell my secrets to the antipodes."

strait in appearance shut up, went in his boat to make farther discoveries, and having found a passage towards the north, was returning to his ships, but curiosity soon prevailed upon him to stop, for the sake of observing a canoe or boat, with several natives of the country in it. He could not at a distance forbear admiring the form of this little vessel, which seemed inclining to a semicircle, the stern and prow standing up, and the body sinking inward, but much greater was his wonder, when, upon a nearer inspection, he found it made only of the barks of trees, sewed together with thongs of seal-skin, so artificially, that scarcely any water entered the seams. The people were well-shaped and painted, like those which have been already described: On the land they had a hut, built with poles, and covered with skins, in which they had water vessels and other utensils, made likewise of the barks of trees. Among these people they had an opportunity of remarking, what is frequently observable in savage countries, how natural sagacity, and unwearied industry, may supply the want of such manufactures or natural productions, as appear to us absolutely necessary for the support of life. The inhabitants of those islands are wholly strangers to iron and its use, but instead of it make use of the shell of a muscle of prodigious size, found upon their coasts; this they grind upon a stone to an edge, which is so firm and solid, that neither wood nor stone is able to resist it. Sept. 6, they entered the great South Sea, on which no English vessel had ever been navigated before, and proposed to have directed their course towards the Line, that their men, who had suffered by the severity of the climate, might recover their strength in a warmer latitude. But their designs were scarce formed before they were frustrated; for on Sept. 7, after an eclipse of the moon, a storm arose, so violent, that it left them little hopes of surviving it; nor was its fury so dreadful as its continuance, for it lasted with little intermission, till Oct. 28, fifty-two days, during which time they were tossed incessantly from one part of the ocean to another; without any power of spreading their sails, or lying upon their anchors, amidst shelving shores, scattered rocks, and unknown islands, the tempest continually roaring, and the waves dashing over them. In this storm, on the 30th Sept. the Marigold, commanded by Captain Thomas, was separated from them. On the 7th of October, having entered a harbour, where they hoped for some intermission of their fatigues, they were in a few hours forced out to sea by a violent gust, which broke the cable, at which time they lost sight of the Elizabeth, the vice-admiral, whose crew, as was afterwards discovered, wearied with labour, and discouraged by the prospect of future dangers, recovered the straits on the next day, and returning by the same passage through which they came, sailed along the coast of Brazil, and on 2d of June, in the year following, arrived at England. From this bay they were driven southward to 55 degrees, where, among some islands, they stayed

two days, to the great refreshment of the crew; but being again forced into the main sea, they were tossed about with perpetual expectations of perishing, till soon after they came again to anchor near the same place, where they found the natives, whom the continuance of the storm had probably reduced to equal distress, rowing from one island to another, and providing the necessaries of life. It is, perhaps, a just observation, that, with regard to outward circumstances, happiness and misery are very equally diffused through all states of human life. In civilized countries, where regular policies have secured the necessaries of life, ambition, avarice, and luxury, find the mind at leisure for their reception, and soon engage it in new pursuits; pursuits that are to be carried on by incessant labour, and whether vain or successful, produce anxiety and contention. Among savage nations, imaginary wants find, indeed, no place, but their strength is exhausted by necessary toils, and their passions agitated, not by contests about superiority, affluence, or precedence, but by perpetual care for the present day, and by fear of perishing for want of food. But for such reflections as these they had no time, for having spent three days in supplying themselves with wood and water, they were by a new storm driven to the latitude of 56 degrees, where they beheld the extremities of the American coast, and the confluence of the Atlantic and Southern Ocean. Here they arrived on the 29th of October, and at last were blessed with the sight of a calm sea, having for almost two months endured such a storm, as no traveller has given an account of; and such, as in that part of the world, though accustomed to hurricanes, they were before unacquainted with. On the 30th of October, they steered away towards the place appointed for the rendezvous of the fleet, which was in 30 degrees, and on the next day discovered two islands so well stocked with fowls, that they victualled their ships with them, and then sailed forwards, along the coast of Peru till they came to 37 degrees, where finding neither their ships, nor any convenient port, they came to anchor, November the 25th, at Mucho, an island inhabited by such Indians as the cruelty of their Spanish conquerors had driven from the continent, to whom they applied for water and provisions, offering them, in return, such things as they imagined most likely to please them. The Indians seemed willing to traffic, and having presented them with fruits, and two fat sheep, would shew them a place whither they should come for water. The next morning, according to agreement, the English landed with their water-vessels, and sent two men forwards towards the place appointed, who, about the middle of the way, were suddenly attacked by the Indians, and immediately slain. Nor were the rest of the company out of danger; for behind the rocks was lodged an ambush of five hundred men, who starting up from their retreat, discharged their arrows into the boat, with such dexterity, that every one of the crew was wounded by them, the sea being then high, and hindering

them from either retiring, or making use of their weapons. Drake himself received an arrow under his eye, which pierced him almost to the brain, and another in his head. The danger of these wounds was much increased by the absence of their surgeon, who was in the Vice-admiral, so that they had none to assist them but a boy, whose age did not admit of much experience or skill, yet so much were they favoured by Providence, that they all recovered. No reason could be assigned for which the Indians should attack them with so furious a spirit of malignity, but that they mistook them for Spaniards, whose cruelties might very reasonably incite them to revenge, whom they had driven by incessant persecution from their country, wasting immense tracks of land, by massacre and devastation. On the afternoon of the same day, they set sail, and on the 30th of November dropped anchor in Philips Bay, where their boat having been sent out to discover the country, returned with an Indian in his canoe, whom they had intercepted. He was of a graceful stature, dressed in a white coat or gown, reaching almost to his knees, very mild, humble, and docile, such as, perhaps, were all the Indians, till the Spaniards taught them revenge, treachery, and cruelty. This Indian, having been kindly treated, was dismissed with presents, and informed, as far as the English could make him understand, what they chiefly wanted, and what they were willing to give in return, Drake ordering his boat to attend him in his canoe, and to set him safe on the land. When he was ashore, he directed them to wait till his return, and meeting some of his countrymen, gave them such an account of his reception, that, within a few hours, several of them repaired with him to the boat with fowls, eggs, and a hog, and with them one of their captains, who willingly came into the boat, and desired to be conveyed by the English to their ship. By this man Drake was informed, that no supplies were to be expected here, but that southward, in a place to which he offered to be his pilot, there was great plenty. This proposal was accepted, and on the 5th of December, under the direction of the good-natured Indian, they came to anchor in the harbour called by the Spaniards Valperizo, near the town of St. James of Chiuli, where they met not only with sufficient stores of provision, and with store-houses full of the wines of Chili, but with a ship called the Captain of Moriel, richly laden, having, together with large quantities of the same wines, some of the fine gold of Baldivia, and a great cross of gold set with emeralds. Having spent three days in storing their ships with all kinds of provision, in the utmost plenty, they departed, and landed their Indian pilot, where they first received him, after having rewarded him much above his expectations or desires.

They had now little other anxiety than for their friends who had been separated from them, and whom they now determined to seek, but considering that by entering every creek and harbour with their ship, they

exposed themselves to unnecessary dangers, and that their boat would not contain such a number as might defend themselves against the Spaniards, they determined to station their ship at some place where they might commodiously build a pinnace, which being of light burden, might easily sail where the ship was in danger of being stranded, and at the same time might carry a sufficient force to resist the enemy, and afford better accommodation than could be expected in the boat. To this end, on the 19th of December, they entered a bay near Cippoa town, inhabited by Spaniards, who discovering them, immediately issued out, to the number of an hundred horsemen, with about two hundred naked Indians running by their sides. The English observing their approach, retired to their boat without any loss, except of one man, whom no persuasions or entreaties could move to retire with the rest, and who, therefore, was shot by the Spaniards, who, exulting at the victory, commanded the Indians to draw the dead carcase from the rock on which he fell, and in the sight of the English beheaded it, then cut off the right hand, and tore out the heart, which they carried away, having first commanded the Indians to shoot their arrows all over the body. The arrows of the Indians were made with green wood, for the immediate service of the day, the Spaniards, with the fear that always harasses oppressors, forbidding them to have any weapons, when they do not want their present assistance. Leaving this place, they soon found a harbour more secure and convenient, where they built their pinnace, in which Drake went to seek his companions, but finding the wind contrary, he was obliged to return in two days. Leaving this place soon after, they sailed along the coast, in search of fresh water, and landing at Turapaca, they found a Spaniard asleep, with silver bars lying by him to the value of three thousand ducats; not all the insults which they had received from his countrymen, could provoke them to offer any violence to his person, and therefore, they carried away his treasure, without doing him any farther harm. Landing in another place, they found a Spaniard driving eight Peruvian sheep, which are the beasts of burthen in that country, each laden with an hundred pounds weight of silver, which they seized likewise, and drove to their boats. Further along the coast, lay some Indian towns, from which the inhabitants repaired to the ship, on floats made of seal-skins, blown full of wind, two of which they fasten together, and, sitting between them, row with great swiftness, and carry considerable burthens. They very readily traded for glass and such trifles, with which the old and young seemed equally delighted. Arriving at Mormorena on the 26th of January, Drake invited the Spaniards to traffic with him, which they agreed to, and supplied him with necessaries, selling to him, among other provisions, some of those sheep, which have been mentioned, whose bulk is equal to that of a cow; and whose strength is such, that one of them can carry three tall men upon his back; their necks

are like a camel's, and their heads like those of our sheep. They are the most useful animals of this country, not only affording excellent fleeces, and wholesome flesh, but serving as carriages over rocks and mountains where no other beast can travel, for their foot is of a peculiar form, which enables them to tread firm in the most steep and slippery places. On all this coast, the whole soil is so impregnated with silver, that five ounces may be separated from an hundred pounds weight of common earth. Still coasting in hopes of meeting their friends, they anchored, on the 7th of February, before Aria, where they took two barks, with about eight hundred pound weight of silver, and pursuing their course, seized another vessel laden with linens. On the 15th of February, 1578, they arrived at Lima, and entered the harbour without resistance, though thirty ships were stationed there, of which seventeen were equipped for their voyage, and many of them are represented in the narrative as vessels of considerable force; so that their security seems to have consisted not in their strength, but in their reputation, which had so intimidated the Spaniards, that the sight of their own superiority could not rouse them to opposition. Instances of such panick terrors are to be met with in other relations, but as they are, for the most part, quickly dissipated by reason and reflection, a wise commander will rarely found his hopes of success on them, and, perhaps, on this occasion, the Spaniards scarcely deserve a severer censure for their cowardice, than Drake for his temerity. In one of these ships they found fifteen hundred bars of silver, in another a chest of money and very rich lading in many of the rest, of which the Spaniards tamely suffered them to carry the most valuable part away, and would have permitted them no less peaceably to burn their ships; but Drake never made war with a spirit of cruelty or revenge; or carried hostilities further than was necessary for his own advantage or defence. They set sail the next morning towards Panama, in quest of the Caca Huego, a very rich ship, which had sailed fourteen days before, bound thither from Lima, which they overtook on the first of March, near Cape Francisco, and, boarding it, found not only a quantity of jewels, and twelve chests of ryals of plate, but eighty pounds weight of gold, and twenty-six tons of uncoined silver, with pieces of wrought plate to a great value. In unlading this prize, they spent six days, and then dismissing the Spaniards, stood off to sea. Being now sufficiently enriched, and having lost all hopes of finding their associates, and perhaps beginning to be infected with that desire of ease and pleasure which is the natural consequence of wealth obtained by dangers and fatigues, they began to consult about their return home, and in pursuance of Drake's advice, resolved first to find out some convenient harbour, where they might supply themselves with wood and water, and then endeavour to discover a passage from the South Sea into the Atlantic Ocean; a discovery which would not only enable them to return home with less danger, and

in a shorter time, but would much facilitate the navigation in those parts of the world. For this purpose, they had recourse to a port in the island of Caines, where they met with fish, wood, and fresh water, and in their course took a ship laden with silk and linen, which was the last that they met with on the coast of America. But being desirous of storing themselves for a long course, they touched, April the 15th, at Guatulco, a Spanish island, where they supplied themselves with provisions, and seized a bushel of ryals of silver. From Guatulco, which lies in 15° 40′ they stood out to sea, and without approaching any land, sailed forward, till on the night following, the 3d of June, being then in the lat. of 38°, they were suddenly benumbed with such cold blasts, that they were scarcely able to handle the ropes. This cold increased upon them, as they proceeded, to such a degree, that the sailors were discouraged from mounting upon the deck; nor were the effects of the climate to be imputed to the warmth of the regions to which they had been lately accustomed, for the ropes were stiff with frost, and the meat could scarcely be conveyed warm to table. On June 17th, they came to anchor, in 38° 30′, where they saw the land naked, and the trees without leaves, and in a short time had opportunities of observing, that the natives of that country were not less sensible of the cold than themselves; for the next day came a man rowing in his canoe towards the ship, and at a distance from it, made a long oration, with very extraordinary gesticulations, and great appearance of vehemence, and a little time afterwards made a second visit in the same manner, and then returning a third time, he presented them, after his harangue was finished, with a kind of crown of black feathers, such as their kings wear upon their heads, and a basket of rushes filled with a particular herb, both which he fastened to a short stick, and threw into the boat; nor could he be prevailed upon to receive any thing in return, though pushed towards him upon a board; only he took up a hat, which was flung into the water. Three days afterwards, their ship having received some damage at sea, was brought nearer to land, that the lading might be taken out. In order to which the English, who had now learned not too negligently to commit their lives to the mercy of savage nations, raised a kind of fortification with stones, and built their tents within it. All this was not beheld by the inhabitants without the utmost astonishment, which incited them to come down in crowds to the coast, with no other view, as it appeared, than to worship the new divinities that had condescended to touch upon their country. Drake was far from countenancing their errors, or taking advantage of their weakness to injure or molest them, and therefore, having directed them to lay aside their bows and arrows, he presented them with linen, and other necessaries, of which he shewed them the use. They then returned to their habitations, about three quarters of a mile from the English camp, where they made such loud and violent outcries, that they

were heard by the English, who found that they still persisted in their first notions, and were paying them their kind of melancholy adoration. Two days afterwards they perceived the approach of a far more numerous company, who stopped at the top of a hill which overlooked the English settlement, while one of them made a long oration, at the end of which all the assembly bowed their heads, and pronounced the syllable Oh, with a solemn tone, as by way of confirmation of what had been said by the orator. Then the men laying down their bows, and leaving the women and children on the top of the hill, came down towards the tents, and seemed transported in the highest degree, at the kindness of the general, who received their gifts, and admitted them to his presence. The women at a distance appeared seized with a kind of frenzy, such as that of old among the pagans in some of their religious ceremonies, and in honour, as it seemed, of their guests, tore their cheeks and bosoms with their nails, and threw themselves upon the stones with their naked bodies till they were covered with blood. These cruel rites, and mistaken honours, were by no means agreeable to Drake, whose predominant sentiments were notions of piety; and therefore not to make that criminal in himself by his concurrence which, perhaps ignorance might make guiltless in them, he ordered his whole company to fall upon their knees, and with their eyes lifted up to heaven, that the savages might observe that their worship was addressed to a Being residing there, they all joined in praying that this harmless and deluded people might be brought to the knowledge of the true religion, and the doctrines of our blessed Saviour; after which they sung Psalms, a performance so pleasing to their wild audience, that in all their visits they generally first accosted them with a request that they would sing. They then returned all the presents which they had received, and retired. Three days after this, on June 25, 1579, our general received two embassadors from the Hioh, or king of the country, who intending to visit the camp, required that some token might be sent him of friendship and peace; this request was readily complied with, and soon after came the king, attended by a guard of about an hundred tall men, and preceded by an officer of state, who carried a sceptre made of black wood, adorned with chains of a kind of bone or horn, which are marks of the highest honour among them, and having two crowns, made as before, with feathers fastened to it, with a bag of the same herb which was presented to Drake at his first arrival. Behind him was the king himself, dressed in a coat of coney-skins, with a cawl woven with feathers upon his head, an ornament so much in estimation there, that none but the domestics of the king are allowed to wear it; his attendants followed him, adorned nearly in the same manner, and after them came the common people, with baskets plaited so artificially, that they held water, in which, by way of sacrifice, they brought roots and fish. Drake, not lulled into security, ranged his

men in order of battle, and waited their approach, who coming nearer, stood still, while the sceptre-bearer made an oration, at the conclusion of which they again came forward to the foot of the hill, and then the sceptre-bearer began a song, which he accompanied with a dance, in both which the men joined, but the women danced without singing. Drake now distrusting them no longer, admitted them into his fortification, where they continued their song and dance a short time, and then both the king, and some others of the company, made long harangues, in which it appeared, by the rest of their behaviour, that they intreated him to accept of their country, and to take the government of it into his own hands; for the king, with the apparent concurrence of the rest, placed the crown upon his head, graced him with the chains, and other signs of authority, and saluted him by the title of Hioh. The kingdom thus offered, though of no farther value to him than as it furnished him with present necessaries, Drake thought it not prudent to refuse, and therefore took possession of it in the name of Queen Elizabeth, not without ardent wishes that this acquisition might have been of use to his native country, and that so mild and innocent a people might have been united to the Church of Christ. The kingdom being thus consigned, and the grand affair at an end, the common people left their king and his domestics with Drake, and dispersed themselves over the camp, and when they saw any one that pleased them by his appearance more than the rest, they tore their flesh, and vented their outcries as before, in token of reverence and admiration. They then proceeded to shew them their wounds and diseases, in hopes of a miraculous and instantaneous cure, to which the English, to benefit and undeceive them at the same time, applied such remedies as they used on the like occasions. They were now grown confident and familiar, and came down to the camp every day, repeating their ceremonies and sacrifices, till they were more fully informed how disagreeable they were to those whose favour they were so studious of obtaining: they then visited them without adoration, indeed, but with a curiosity so ardent, that it left them no leisure to provide the necessaries of life, with which the English were therefore obliged to supply them. They had then sufficient opportunity to remark the customs and dispositions of these new allies, whom they found tractable and benevolent, strong of body, far beyond the English, yet unfurnished with weapons, either for assault or defence, their bows being too weak for any thing but sport. Their dexterity in taking fish was such, that if they saw them so near the shore that they could come to them without swimming, they never missed them. The same curiosity that had brought them in such crowds to the shore, now induced Drake, and some of his company, to travel up into the country, which they found, at some distance from the coast, very fruitful, filled with large deer, and abounding with a peculiar kind of conies, smaller than ours, with tails like that

of a rat, and paws such as those of a mole; they have bags under their chin, in which they carry provisions to their young. The houses of the inhabitants are round holes dug in the ground, from the brink of which they raise rafters, or piles shelving towards the middle, where they all meet, and are cramped together; they lie upon rushes, with the fire in the midst, and let the smoak fly out at the door. The men are generally naked, but the women make a kind of petticoat of bulrushes, which they comb like hemp, and throw the skin of a deer over their shoulders. They are very modest, tractable, and obedient to their husbands. Such is the condition of this people, and not very different is, perhaps, the state of the greatest part of mankind. Whether more enlightened nations ought to look upon them with pity, as less happy than themselves, some sceptics have made, very unnecessarily, a difficulty of determining. More, they say, is lost by the perplexities, than gained by the instruction of science; we enlarge our views with our knowledge, and multiply our wants with our attainments, and the happiness of life is better secured by the ignorance of vice than by the knowledge of virtue. The fallacy by which reasoners have imposed upon themselves, seems to arise from the comparison which they make, not between two men equally inclined to apply the means of happiness in their power to the end for which Providence conferred them, but furnished in unequal proportions with the means of happiness, which is the true state of savage and polished nations; but between two men, of which he to whom Providence has been most bountiful, destroys the blessings by negligence, or obstinate misuse; while the other, steady, diligent, and virtuous, employs his abilities and conveniencies to their proper end. The question is not, whether a good Indian, or bad Englishman, be most happy, but which state is most desirable, supposing virtue and reason the same in both. Nor is this the only mistake which is generally admitted in this controversy, for the patrons frequently confound innocence with the mere incapacity of guilt. He that never saw, or heard, or thought of strong liquors, cannot be proposed as a pattern of sobriety. This land was named by Drake, Albion, from its white cliffs, in which it bore resemblance to his native country, and the whole history of the resignation of it to the English was engraven on a piece of brass, then nailed on a post, and fixed up before their departure, which being now discovered by the people to be near at hand, they could not forbear perpetual lamentations. When the English, on the 23d of July, weighed anchor, they saw them climbing to the tops of hills, that they might keep them in sight, and observed fires lighted up in many parts of the country, on which, as they supposed sacrifices were offered.

(To be continued.)

NAUTICAL ANECDOTES, &c.

ADDRESS TO ADMIRAL SAWYER.

THE following address, presented to Vice-admiral Sawyer, is copied from a Halifax paper :—

" *To* HERBERT SAWYER, *Esq. Vice-admiral of the Blue Squadron, and late Commander-in-chief of H. M. Ships and Vessels on the North American Station, &c.*

" SIR,

" His Majesty's consul, the merchants and other inhabitants of Halifax, cannot allow you to depart from Nova Scotia, without expressing the satisfaction they have experienced during your command of his Majesty's naval forces on this station. Your polite and ready attention to the desires of his Majesty's subjects, to protect and promote the commerce of this and the neighbouring provinces, have been duly appreciated, and demand our sincere acknowledgments. And it is no less incumbent on us to bear testimony of your zeal and unceasing exertions in directing the efforts of his Majesty's ships to repel the unprovoked and unexpected hostilities commenced by the government of America against his Majesty's subjects, and which have been conspicuously manifested in the protection of our trade, and the numerous captures of the armed cruisers of the enemy. With sentiments of unfeigned esteem and respect, we wish you a pleasant passage home, and that approbation from our Sovereign, which is the highest and most grateful reward for honourable and faithful services."

To which the Vice-admiral was pleased to make the following reply :—

" *To the Hon. Members of H. M. Council, the Merchants, and other Inhabitants of Halifax.*

" GENTLEMEN,

" I have to request you will receive my best thanks for the sense you have been pleased to express of my attention to my official duties, while entrusted with the command of his Majesty's squadron on this station.

" What good effects may have arisen from its exertions, must be attributed to the zeal and energy of the captains with whom it has been my good fortune to serve, seconded by the exertions of their officers and people.

" I beg to assure you, gentlemen, I shall always feel, gratefully, the many attentions that you have shewn me collectively and individually. With the warmest wishes for your prosperity,

" I have the honour to be, Gentlemen,

" Your most obedient humble servant,

" H. SAWYER."

LIFE PRESERVER.

An experiment was lately made at Portsmouth, of a newly-invented Life-Preserver, in cases of shipwreck on a lee-shore. Two men, with the covering on, threw themselves into the sea from the admiral's tender, stationed off the Platform battery, and were floated upon the surface of the stream to the Old Sally-port. The experiment was made in the presence of Sir Richard Bickerton, Admiral Hargood, and a great number of officers; and the general impression was in favour of its utility. The invention is in the form of a common seaman's mattress, and it is so simply and effectively constructed, that it requires only one minute to adjust it on the body, and it will preserve every part of the person from injury, by striking against pieces of wreck, rocks, &c. The buoyant principle of it is indisputable, being a preparation of cork.

PROCEEDINGS ON THE COAST OF AMERICA.

(From the New York Commercial Advertiser.)

Mr. Fox, supercargo of the brig Ohio, of Philadelphia, who arrived here this morning in the Swedish ship Gresverosen, has furnished us with the following:—

"On the 27th of November, 1812, in lat. 40° 16′, long. 28°, the brig Ohio, Captain Johnson, from Philadelphia bound to Corunna, was boarded by the British sloop of war Atalanta, Captain Hickey. Johnson and myself were ordered on board with our papers. Captain H. approved our papers, endorsed our license, and suffered us to depart. Soon after a prize-master and men were sent on board. Captain Johnson, and part of his crew, consisting of J. C. Johnson, G. Dyer, J. Walmsley, P. Sendel, J. Warrens, were put on board the Atalanta; and James Montgomery, the mate, W. Young, seaman, the cook, and myself, were left on board. The brig was ordered to keep company until morning, when Captain J. came on board for his chest. Young and myself accompanied Captain J. to the sloop of war, when the Ohio was ordered to Bermuda.

"Four of the seamen who had been sent to England for trial as British subjects, had been cleared, and were on board the Atalanta on their return to Halifax.

"On the 29th of November, at 2 o'clock, the Atalanta spoke the Swedish ship Gresverosen, bound to New York. Captain Johnson, myself, and seamen, were put on board this ship to return home on our parole. On the 28th of December, spoke Spanish schooner Experiment, bound to Philadelphia, and we being short of provisions and water, Captain Johnson and two seamen shifted their quarters to the Experiment.

"On Wednesday last, 30 leagues south-east of the Hook, was boarded by the British 74, the Poictiers, Captain Beresford—was informed by the boarding officer, that they had lately captured the brig Herald, from Bordeaux bound to Baltimore, with a French general on board, and ordered her for Halifax. She had a cargo of wine, brandy, and silks, to

the value of 75,000*l.* sterling. They had also captured and burnt on the preceding evening, an American ship—name not recollected. The boarding officer stated, that the Poictiers had been out nearly two months, and had captured on this cruise about 20 American vessels. On the preceding evening, the frigate Acasta left the Poictiers in pursuit of a sail."

OCEANIC CURRENTS.

"ONE of our fishing-boats," says a Penzance letter, dated the 5th March, "picked up yesterday a bottle at sea, covered over with barnacles, in which was a letter, addressed to whoever might find it. In the inside of the letter was as follows:—"Ship Fanny, Captain Palmer, lat. 30° N. long. 23° W.; passengers on board—John M'Nale, James Russell, William Cooper, and William Barnwell, from New York, bound to Liverpool, out 30 days, all well; wind S. by E. 16 February, 1812." It is calculated that the bottle has travelled 688 miles, and been in the water nearly a year.—The Fanny arrived at Liverpool on the 10th of May following.

VORACITY OF SHARKS.

Extract of a Letter from a Gentleman in India, to his Sister in London, dated May 20, 1812.

"I MUST now relate to you a most shocking accident that happened the other day, and of which I was an eye-witness, at Pondicherry. Almost every part of this coast abounds with sharks. It has been the daily custom for several weeks, that four or five young officers have, for their amusement, obtained a *katamaran*, passed the Pondicherry surf, and gone afloat for several miles. This kind of imprudent amusement was, by many inhabitants, frequently remonstrated against; and they were as generally answered, "We are not afraid," or something to that effect. However, one afternoon, these youths went as usual, afloat; the katamaran upset, either on the surf, or just over it, when a Lieutenant Millar, of the company's service, was seized in the leg by a shark, from which he miraculously extricated himself, and another gentleman, named Lieutenant Facio, of the cavalry, was instantly seized, and lacerated in a manner too shocking for me to relate, or you to listen to. A native who went to conduct the katamaran, succeeded in securing Lieutenant Facio: he just lived to be laid on the sandy beach, and then expired: he was buried the following morning at sunrise. Lieutenant Millar was brought home, had his wounds dressed, and one sewed up, and I understand is now doing well.

CONJUGAL CORRESPONDENCE.

Letter from a Scots Sailor, to his Wife in Leith.

"DEAR JENNY—This is to let you know, that I am well in a dungeon in Dunkirk, God be blessed for it, hoping to hear the same from you and all friends. Tell Mrs. Hodge I bought her stuffing, but it is gane; tell Jane I bought her gither gown, and it is gane too; I bought an ankor of brandy and gin to ourselves, but, Jenny, that is gane, and a's gane; for the

French dogs unrigged me in an instant, and left me nought but a greasy jacket of their ain. But, Jenny, I have my pay from the King of England, God bless him; I have bread and water from the French Emperor, God curse him! Out of my pay I have saved as meikle as bought me a knife a fork, and a wee coggie.—Jenny, keep a good heart; for I'll get out of this net, and win meikle good siller, and get a bottom of my ain too; and then have at the French dogs. I am, &c."

A CAPTURE CURIOUSLY EFFECTED.

The following is an extract of a letter from an officer on board one of his Majesty's ships in the Gulf of Lyon, dated May 27, 1812:—

"We yesterday captured a small vessel laden with rice, bound to Barcelona, from Marseilles. The mode of her capture was so singular, that I cannot resist relating it to you. In a word, she was *caught in a net*. This requires explanation. You probably know that an extensive thunny fishery is carried on by the inhabitants of these coasts.* This fish, in point of strength, is equal to that of a middle-sized porpoise—consequently the nets for fencing them in are made of the stoutest materials, the lower part of the nets being secured by cablets and small anchors. The mode of taking these fish is by driving them, when seen in shoals, into these toils, and then attacking them from boats, with harpoons, and other instruments formed for the purpose. The nets thus employed are about 200 fathoms in length, and many of them are frequently joined together when occasion requires it. The prize in question had to pass over one of those enormous traps—when the head-rope, by the pressure, being forced in between the stern-post and the rudder of the vessel, she could not extricate herself. Thus entrapped, she fell an easy prey to our boats, and surrendered immediately upon being boarded."

ROYAL FORESTS.

With respect to the royal forests, of which 115,504 acres are withheld from the royal family and the public, for the ostensible purpose of supporting the navy, it appears, from the elaborate report of the commissioners, &c. appointed by parliament in 1788, that for fifty-seven years preceding, the supply of timber to his Majesty's dock-yards from these dignified wastes averaged only 1356 loads annually; which, in the proportion of timber then consumed in the construction of ships in the King's dock-yards, is only equal to the building of a ship of 642 tons, being less than the smallest frigate of 32 guns in his Majesty's service, and is little more than half a cubic foot from an acre, which, at the average rent of what the land would have let for, cost the public at the rate of upwards of 68*l.* per load, without the carriage; when the highest price given to individuals at that period was only 4*l.* 5*s.* per load. And in 1802, from a greater supply being demanded, the surveyor-general of woods stated to the Navy Board, that

* See the description of the Thunny Fishery, by John, N. C. XXVI. 43.

" the quantity of improving timber in his Majesty's forests is by far too inconsiderable to afford the smallest expectation of the continuance of even the annual supplies the yards have lately had." Indeed, from the survey made in 1783, it appears, that in four forests the quantity of decayed timber exceeded the sound, and that the whole quantity of sound oak timber, fit for naval purposes, then standing in six of the forests out of ten, and containing 83,738 acres, was only 50,456 loads, *being not equal to one year's consumption*, even at that time, as stated by the commissioners appointed by parliament; although, in 1788, the whole tonnage of the navy consisted of only 413,667 tons; which, in 1810, amounted to nearly 800,000 tons, and the consumption of timber was stated at 100,000 loads per annum; and, in 1812, at 110,000 loads for hull timber, without including ordnance, or masts, &c.; which, at the average produce on private property of 50 loads of oak timber per acre, in 100 years, would require 220,000 acres, of which 2,200 must be felled and planted every year, to yield a supply equal to such consumption. But it is a melancholy fact, as shewn in an account laid before the House of Commons, dated Nov. 26, 1803, that in the New Forest, of 66,942 acres, " the number of oak trees in an improving state, which may be considered fit for naval purposes, were only 8,012, containing but 8,322 loads of timber;" which, from parliamentary records, appear not to be equal to *three months' consumption in the King's dock-yards only.*

STAFF OF LIFE.

The total value, at the average market prices, of the corn and grain of all sorts, meal, flour, and rice, imported into Great Britain in 1812, amounts to 2,855,433*l.* of which 1,641,583*l.* is for corn, &c. from Ireland, and the remainder (1,213,850*l.*) from foreign parts.

EARL ST. VINCENT.

In the armament of 1790, his lordship, then Sir John Jervis, K.B. had his flag flying on board H. M. S. Prince. His quarter-deck was full of young gentlemen, sons of some of the first families in the kingdom, who made the greatest interest to place them as midshipmen with so distinguished an officer. On the reduction of the armament, each flag officer then employed was indulged by the Lords Commissioners of the Admiralty to recommend a lieutenant and midshipman for promotion. As many of those distinguished gentlemen had passed their examination for lieutenants, each flattered himself of being the fortunate one, according to their high connections; but, to their great disappointment and surprise, Sir John selected a young man, the son of an old lieutenant, and wrote him the following letter:—

" *Sir,—I named you for the lieutenant I was allowed to promote, because you had merited the good opinion of your superiors, and that you were the son of an old officer and worthy man in no great affluence: a steady perseverance in that conduct which has caused you to be thus distinguished, is the most likely means to carry you forward in the profession; for I trust other*

officers of my rank will observe the maxim I do—to prefer the sons of brother officers, when deserving, before any others. *I am, Sir,*
Your humble Servant,
"JOHN JERVIS."

"Rocketts, 24th December, 1790."

NAVAL EXERTION.

THE San Josef, of 112 guns, was taken into dock on Thursday evening, 1st April, since which, her copper has been taken off, the ship lifted, her bottom caulked and coppered, and she was undocked the following Saturday evening.

CORRESPONDENCE.

MR. EDITOR, *April* 6, 1813.

IN an evening paper of March 12th, I was struck with the account of the motion made by Lord Cochrane, for the papers relative to Greenwich Hospital, and I turned directly to your list of naval members of parliament, in the CHRONICLE of February, to see who there was who could support the measure, if a wise one, or give a satisfactory refutation, if his lordship's story had no foundation. But it is to be lamented, that with excellent abilities, an undoubted honest zeal for the naval service, and surely possessing the *means* of accurate information, our gallant captain always in the House, reminds us of the epigram inserted in one of your former volumes.

On the present occasion, I certainly see no reason why the voluminous papers demanded should have been granted, nor do any of the cases mentioned appear to bear at all on the management of the chest. The motion having been set aside, I shall say no more on the subject, but that I lament, that, from the manner in which the matter has been handled by his lordship, the public may be led to believe that there is no truth in *any* part of his assertions, wherein, I am sorry to say, that there is abundant subject for serious investigation, which may now lie dormant, from this bad management. Surely, when there are so many respectable naval men in the House, some whose judgment and experience are as great as even our long list can furnish, his lordship should not have come forward singly, and find his motion at last seconded, by meer chance, by a landman.

The many individual instances of hardship which are met with, are certainly a disgrace to those who might easily prevent them; and injustice (perhaps a harsher term might be given) is seldom more strongly exemplified, than in the cases of men invalided for harbour duty. These things are, indeed, worthy of serious investigation, but not likely to be remedied by such unsupported calls upon the House, as that made by the noble lord, which may increase discontent from real causes, to a fatal height, by adding those which are imaginary, and to which, of course, there are no bounds.

I am (and I speak it with deep regret) convinced, from too good authority to allow me to doubt, that a very considerable degree of discontent pervades more classes of naval men than those of petty officers and seamen. Nor do I think it originates without cause. I confess, that the management of our navy, for many years back, has been, to the best of my judgment, a "thing of shreds and patches;" attempts, from day to day, to do a little daily good, whilst the months, years, and I trust ages, during which "Britain's best bulwarks" are to rule the waves, are forgotten; or rather, futurity is above the narrow stretch of the imaginations of our naval rulers.

We have a new navy in new times, still governed and regulated by old maxims. We want a compleat new system to manage the new fabric, but *system* is no where to be found; and the attempts made to imitate systems in detached parts, have proved futile for want of judgment. If it is determined to have a system of economy, it turns out a piece of parsimony, which injures individuals, but that many-headed individual, John Bull, saves nothing.

A determination to be rigidly exact, turns out only a shower of harsh letters, which hurt the feelings of good men, and obliges them to look with contempt, when it is of consequence that respect should be the sentiment.

I will be openly, though prudently, more particular, in future observations, should you deem these hasty lines worthy insertion. I would earnestly wish not to imitate, where I find myself obliged to condemn; and if I saw in those who govern, a determination to examine into, and remove all removeable grievances (for in all human institutions some will adhere), to those persons only would I whisper them; but I am sorry to say, that I think there is a fixed determination neither to inquire or amend, and always to consider a friendly monitor as a dictatorial censor.

May better times await us, prays a sincere friend to his profession,

C. C. C.

P.S. Since the opening subject of this letter, I have not observed any thing in parliament of peculiar naval interest, except the conversation respecting the *dry rot* in our ships. I think Sir Joseph Yorke mistaken in his idea about building ships under cover as a remedy, but most perfectly right in his mention of the timber, put, as it is called, to *season*, in pyramids, in the present dock-yards. This is a great evil, owing to our navy outgrowing our arsenals, and want of spirit having prevented our means being adapted to the ends required. *Old oak* we are, I fear, not to expect, but that was the true material which caused the former durability of our ships of war.

MR. EDITOR,

IF the remarks respecting the volcano, at St. Vincent, as detailed in the following extracts, will be of any use to you, they are much at your service. You will find them in their simple and originally unpolished state,

as made at the moment of the different circumstances taking place, on board H.M.S. Ringdove, Captain William Dowers, commander.

Thursday, April 30th, 1812, at single anchor in Kingston Bay, St. Vincent's.

A.M. Light airs, and hazy weather; observed thick columns of smoke, ascending to a great height from the Souffriere at the northern extremity of the island.

At noon, very sultry. At 8 P.M. a moderate breeze from the eastward, with hard rain, which continued till near midnight.

Friday, May 1st, 1812. At 30. after midnight, the rain having ceased, weighed, and made sail to the W.N.W.; heard a confused and loud noise, which at first was thought to be the surf on the beach; it soon increased, and resembled the noise made by the wheels of a heavy loaded waggon, passing rapidly over a paved bridge.

At 1. 15. A.M. abreast of Bucarnent Bay, the noise resembled a dreadful squall of wind, approaching with terrible violence from a distance.

Shortened sail, and prepared for it. At 1. 20. heard something falling on the water, like large drops of rain: in a few moments afterwards a thick cloud suddenly descended—it fell calm—and stones, from the size of a sparrow's egg to grape-shot, fell on the deck.

At 2. 30. A.M. the roaring of the volcano became dreadfully loud, and terrific, a dark black cloud descended from the eastward, total darkness enveloped us, and vitrified ashes, and sand, fell very thick; the sea became agitated and confused.

At 3. A.M. the roaring of the volcano scarcely perceptible; the atmosphere over the N.W. point of the island, appears as if illuminated by an immense blaze of fire; vivid zig-zag lightning, perfectly blue, dancing about, in all the various forms of beautiful fire-works, and by its constant light, enables us to see an immense column of smoke, ascending to the height of 5 or 6 miles perpendicular; it then appears to explode, and rolls off in grand and majestic, thick, plumy, clouds.

The forked lightning occasionally appears to dart through this immense tube of smoke or vapour, and intermingling with its electric matter, seems to set the heavens in a blaze of fire. At this time we were 5 or 6 miles from Layou, and near 30 from the Souffriere.

At 4 A.M. the electric fire, and forked lightning, over, and near the Souffriere, more vivid than before, the sky in every other direction very black and dark, loud peals of thunder are heard.

The vitrified sand still falling on our decks, and, to add to the horrors of the morning, daylight does not appear; and, at 9 o'clock A.M. we are obliged to breakfast by candle light.

Soon after, the sky cleared in the S. W. and appeared settled and fine.

At 9. 30. A.M. daylight appeared, and the sun broke through the sulphurous clouds over head, like a blue ball of fire.

Immense columns of thick sulphurous smoke, are still ascending to an amazing height from the Souffriere. Employed all day in endeavouring to

get up the Beguia channel, but the wind keeps flying about in light airs all round the compass; the ropes are so enlarged with the sand which has fallen, and the blocks choaked, that the brig is nearly unmanageable.

At noon, calm, observed the sulphurous vapour, like a thick haze, or fog, making its way along shore, from the volcano, towards the town of Barowallio.

The compasses are attracted more than three points to the westward of the true north.

Layou bears east 5 or 6 miles. The surface of the sea is covered with floating masses of volcanic ashes, appearing like patches of the gulf weeds, or fish spawn.

Sent a boat on shore to communicate, found the inhabitants had abandoned the leeward country, and gone to Kingstown.

At 5. 30. P.M. we were enveloped by the sulphurous vapour, or fog, which was so dense and oppressive, as to affect the lungs, and cause a difficulty of respiration.

A fine powder, resembling a mixture of antimony and sulphur, continues falling from the clouds, and insinuates itself into the eyes, ears, and every part of the clothes (making every person on board look like millers), it fills the lay of the ropes, and choaks all the blocks.

At midnight, dreadful gloomy looking weather, still surrounded with the sulphurous vapour, the people begin to cough violently, find a great difficulty of respiration, and seem apprehensive of suffocation.

Saturday, May 2d, 1812.

A very confused and agitated sea. The calm and sulphurous fog continued till 9. A.M.

The sulphuric powder has turned the paint work black and glossy, and every kind of metal substance has changed colour.

Employed shovelling up, and throwing overboard, the sulphuric powder, which, during the last two hours, has covered every part of the ship some inches.

Began to scrub and wash the rigging, from the mast head to the deck.

At 10 a breeze from the eastward, the atmosphere strongly impregnated with sulphur, and smelling like bilge water.

Vast quantities of large trees and broken wood floating about, just torn by some violent effort of nature from the earth.

Bore down to speak a sloop, which proved to be from St. Eustatia to Grenada; he told us, " that on Thursday night, to leeward of Dominica, he heard, from midnight, till past two o'clock, what he thought was a tremendous firing of cannon; that the sulphuric powder and ashes had been falling on board him since 2 P.M. of yesterday, when he was off St. Lucia.

At noon, a strong breeze from the eastward; lat. 13° 30′ N.

The atmosphere very dense and hazy; St. Vincent's completely hid in the sulphurous vapour.

Volcanic ashes are floating in long streams from east to west, looking

exactly like the patches of gulf weed, generally seen in crossing the Atlantic.

Made all sail for Martinique. The attraction of the compasses has ceased.

Ringdove, off St. Vincent's, May 7th, 1812.

Extract of a Letter to his Excellency Sir William Young, Bart. Governor of Tobago, from Captain Dowers.

" Enclosed I send you an account of the explosion of the Souffriere of this island, which you thought was a naval action ! Barbadoes, Antigua, Guadaloupe, Mariagalante, Dominica, and Martinique ; thought the same, and were under arms all night.

" At the moment of writing this, we are off the north point of the island, which represents the most melancholy and desolate appearance you can imagine. Not a spot of verdure to be found any where, the surface covered with a white sulphuric powder, the trees perfectly bare of leaves, with their branches drooping, as if vegetation was at an end. The black house, and the chariab's huts all knocked down by the stones from the volcano. A thick haze envelopes the leeward part of the island, and extends a great distance to sea. A powder, resembling a mixture of antimony and sulphur, falls constantly from this haze, and turns all kind of metal substances black, like bilge water. We saw the mountain emit (last night, at ½ past 7 o'clock) a thick column of smoke, it ascended 3 or 4 miles above the summit, charged with electric fire, which played about in very pretty fire-works, and in the course of ten minutes dispersed, the smoke blowing to the eastward against the trade wind."

MR. EDITOR, *London, 17th February,* 1813.

HAVING been a constant reader of your valuable CHRONICLE, I must observe, it has been conducted in a most liberal and independent manner. I shall therefore venture to request you will give this a place. My motive is, to excite the attention of those in power, through your work, as you are well aware, no individual wishes to render himself conspicuous (perhaps odious to some), in writing to a public board. I am neither dissatisfied, nor am I a reformer ; but, on the contrary, I think every branch of the administration ought to have great patronage, which, conducted judiciously, will always give satisfaction to the *reasonable* part of the service. The late arrangements of the board of Admiralty, in superseding all port admirals, rendezvous, and lieutenants of prison ships, after three years, is not only *just*, but popular, provided there are no exceptions. All should be relieved at the expiration of the three years, which I am happy to find has been the case, except in one instance. I therefore ask, why are captains of prison ships allowed to remain now four years in that situation, which is the case in an instance I could point out, and where the captain has been little more than six years posted, four of which he has been employed in a *sinecure* situation ; and from his being so very young

on the list, no one else has a probable chance of holding it, unless the regulation is attended to. Captains, when appointed to yachts, are generally selected from the oldest, which, in case of a flag promotion, gives others their chance of a lucrative and quiet employ, after many years of fatiguing service. I am not acquainted with the officer alluded to, but I believe he has never been actively employed since he was post, and never out of the land for the last fifteen years at least. Most certainly it appears to be a great hardship, that lieutenants in prison ships should be removed after three years, and the captain still to remain. The case is much harder on those lieutenants who have been 40 and 50 years in the service, with large families, and their age and standing not permitting them any other employ. I think the regulation just, provided it is *impartial*. The captain, I understand, has other benefits besides his pay, which is the payment of all the prison ships, for which he is allowed the usual per centage, something very handsome. Hoping this will meet attention, I am, Sir, yours, &c.

IMPARTIAL.

MR. EDITOR, *London, 24th March*, 1813.

OBSERVING, at page 120, in your present volume, a letter from C. D. ridiculing the absurdity of retaining French names for so many of our British ships of war, and subjoining a long list not in present use, which he thinks better adapted; I must be allowed to say, that I cannot agree with him in this respect. I think most of the French names excellent, and certainly they impress on the minds of our noble tars, a recollection of the great deeds they have accomplished in taking them. If C. D. is not well acquainted with the pronunciation, most in the navy are, and those which he wishes to substitute are without meaning. Indeed, any person taking the trouble of procuring a dictionary, with the names of the market towns, and a peerage, might not be at a loss for better.

Certainly the names of counties and great towns would be proper; but such as Preston, Seaford, Melrose, Ludlow, &c. I think too petty for our wooden bulwarks—Glenalvon again (I suppose from the tragedy of Douglas), I never heard he was a great character, or *a good one*. Many names of C. D.'s selection, however, are proper, and well adapted for our navy. If this should be worthy of insertion, in my next I will subjoin a list of them. In the mean time, I trust the names of Agamemnon, Culloden, Monarch, and Resolution, will be revived; Wellington, as a renowned hero, ought not to be forgotten. In his list the Liverpool is building, and the Syren, a Danish 74, now in Portsmouth harbour. I am, &c.

IMPARTIAL.

N. B. I think the Intrepid, Fortitude, and Canada, receiving ships, &c. which can never be called into active service, might be changed to the Plymouth, Portsmouth, and Rochester, the Ports they are at, and new ships of the former names built.

MR. EDITOR, *Craven Street, Strand.*

I MUST request, through your valuable naval work, that you will communicate an idea, which I hope will meet the eye of the noble Lord Melville. It is, that some notice and reward may be bestowed on the naval officers that have distinguished themselves in defence of their country, and have received medals.

" In the army, to the head of that profession, where medals are presented for service, regiments are always given, and sinecures to the other officers, as they fall in, are bestowed on them as their reward."—In the navy, on half pay, not even that mark of their king's and country's approbation can be worn, and consequently their services pass by unnoticed by their countrymen, to whom such rewards are unknown.

It would be wise, and answer a good purpose, to order some mark of approbation to be worn, when on half pay they cannot wear uniforms. And as there are not regiments or sinecures to be given, as in the army, all officers, of whatever rank, when on half pay, should have double half pay, it would be a proud mark of distinction, and attended with but little or no expense to the state.

There are many naval officers who have received for general services, such a mark of public approbation, which are only entitled to 10*s.* per day, and much in debt. I am sure, should this meet Lord Melville's eye, he would at least make some addition to those distinguished and meritorious officers.

A FRIEND TO NAVAL MERIT.

" Soldier unites with soldier, swain with swain,
The mariner with him that roves the main."——F. LEWIS.

MR. EDITOR, *March 25th,* 1813.

I SHOULD be unworthy the country which I hail, and which I still think worth fighting for, notwithstanding the sad account given of it by some of our representatives, were I to say, there is no cause for regretting the late disasters at sea, *viz.* the capture of the Guerriere, Macedonian, Java, and Frolic. I deplore the loss of life to so many brave fellows, and also the stimulus which will be given to the Americans by these victories, and which may for a time prevent them from making an honourable peace, equally necessary to both nations. But I cannot see any cause for the desponding tone of some of our daily prints. " The charm is broken—Victory has left us,"—and the trident is, according to their ideas, already snatched from our hands,—by what? by a navy so small we scarcely know where to find it, consisting of *three sail of the line*, three frigates, and about as many sloops. And is such a force as that to make the heroes of Trafalgar, Aboukir, and Copenhagen, tremble? I assure you it affects my nerves, weak as they are, very differently, and makes me smile. Let me ask them, what have the Americans to rejoice at? That they have been victorious in four actions, in all of which they have been vastly su-

perior in tonnage, weight of metal, and number of men (all of them picked) in the proportion of three to two ; as also of better sailing? Is it possible to fight against such odds?

" 'Tis not in mortals to command success;
But we'll do more, Sempronius, we'll deserve it!"

Such should be the motto of our brave fellows, belonging to the captured frigates. More glory is sometimes gained by a defeat than by a victory. Have historians spoken the worse of Leonidas, because he was not successful at Thermopylæ? Can ships be fought better than ours have been? Two out of three have literally fought till they sunk, and the other was, I believe, dismasted, and a mere wreck. What more can they do? Has there been wanting either skill, courage, or activity? Did either of them decline the combat and run away? or did they, when in action, fail in any of those points, which have hitherto rendered, and I hope long will render, our navy irresistible? Certainly not: then why not be satisfied! I am of opinion yet, that our ships are superior in quality, as well as in number, to any in the world, and that as long as our gallant sailors nail the colours to the mast head, which are only lowered when that mast goes over the side, thus presenting to Neptune their flag untarnished, when they are no longer able to protect it, there is no fear of the trident falling from our hands through weakness, or of its being wrested from us by a navy so contemptible as that of the Americans.

I am aware that it is not customary for parliament to grant rewards, for deeds which, however heroic, are not successful; but there is a respectable body of gentlemen (the Committee of Lloyd's), who have not laid such restrictions on themselves; and as the captains of our frigates have lost their swords by being obliged to strike to a superior enemy, I hope they will, in their wisdom, see fit to present them with new ones, and mounted rather handsomer than their old ones.

Let it be remembered, that the American ships were so severely handled, that they were obliged to return into port; thereby losing the object of their cruise, which no doubt consisted rather in annoying our commerce, than in fighting our men of war. I shall now conclude, Mr. Editor, hoping that some abler pen will come forward in support of our seamen; and satisfied in having contributed my mite towards maintaining the honour of the captains, officers, and crews of our captured frigates.

Your humble servant,

J. C.

MR. EDITOR,

I WAS glad to see, in your last number, a very detailed and interesting account from Robinson Crusoe, of the new ships building or contracted for in the different king's and merchant's yards, from which we have reason to hope for a considerable addition to our naval strength, before the end of the present year. I was also happy to find that your new correspondent, Mr. Crusoe, agrees with me in reprobating the system of retaining French names in our navy; he seems to flatter himself, (I hope with rea-

son) that this will gradually be done away, from the circumstance of so few names of that description having been assigned to the ships now building; but if it is impolitic and improper to *continue* the same names to captured ships, surely it is worse to *designate* new ships with French names; this implies a decided preference and taste for every thing foreign, and ought, in my opinion, to be reprobated and denounced to public odium and scorn, as portending nothing less than the approach of real national degradation. I am well pleased to see, that the writer in question agrees with me on this point; he has thought proper, at the same time, in a very good humoured attack on my line of battle, as he calls my selection of names not at present in use, to attempt shewing a little of his wit at my expense; and, like a dashing officer, tries to break the lines in many different places, and would pierce through no less than the whole form, if his ship (the Whale) could be made manageable: his first fire was, I think, levelled at poor Chloe, and there he will take notice, that, in my catalogue, I gave none but such as bore a reference to other English names, now, or formerly, in use in the navy; and surely, where we have the Phœbe, Hebe, Daphne, &c. the Chloe, may be included; then he bears down on Angelina, Constantia, Delia, and which I presumed to class with the Amelia, Cornelia, Cordelia, Julia, Maria, &c. already on Steel's List; if he deems these *trivial*, and unsuitable to a national object, I ask him what he considers the Fly, Mosquito, Spider, and such like. In mentioning the appearance of a ship we say, she is handsome, neat, pretty, and so on; as we do of the ladies. Moreover, our seamen, and all brave fellows, admire and love the fair; and I consider it equally proper to name some of our ships after the ladies of the *present day*, as after those of ages long past. The next part of my line he attacks is the Romeo, Othello, Selma, Rona, &c.: my precedent for these are the Horatio, Orlando, Rosario, Morgiana, &c. next the Felicity, and having many ships named with reference to the *feelings of the crew*, as the Delight, Zealous, Revenge, &c.; and as I hope many ship's companies are happy and contented in their respective vessels, I cannot consider the name as inapplicable; for half these, if cities, Norwich, Manchester, &c. for which there are many precedents. I did not suppose he would have objected to the *names* of Hood or Graham, which will live *for ever* in the page of history: those of Harcourt, Downshire, &c. belong to noble families, and may with equal propriety be given to our ships, as Barham, Mulgrave, Spencer, &c. In selecting Downshire, I did not keep in my eye the county of Down, as he supposed, but the family title. Having thus endeavoured to form the line again with my fleet, I shall lay-to for Robinson and his man Friday, alias Tom Thumb, and merely fire a shot or two in bearing up, just by way of signal to them, not to trust themselves again, either on the Whale's back, or in her belly. Robinson's list contains *some good* suggestions; but after the Whale ought to have followed Jonah; and after Orkney and Shetland, John-O'Groat's house, Tom O'Shanter; and to Connaught and Munster, he should have added the Potatoe and Leek.

I am, &c.

C. D.

MR. EDITOR, *4th April*, 1813.

THE capture of three of the finest British frigates in the service, commanded by some of our bravest and most experienced officers, and two of them fully, and one much over-manned, by the single ships of the American navy, are events no less mortifying to the people of England, than they must be gratifying to the citizens and infant navy of the United States. It is not to be believed for a moment, that our frigates were not defended to the last; the severe loss of men, and destruction of the ships, are too sufficient vouchers of their noble defence; and the lamented and heroic Lambert, who had fought and conquered a ship of equal force in India, was compelled to surrender to the immensely superior force and weight of metal of the enemy; even in a still more recent encounter with the French, it has been clearly proved, that they are now desirous of following the example of the Americans, and that their superior weight of metal gave them the advantage over our frigate the Amelia, which was most nobly fought, and admirably managed; and yet lost so many officers and men, as to be unable to pursue, or take possession of her antagonist; for these misfortunes, humiliating as they are, in my opinion, I mean not to blame the board of Admiralty, but I mean to recommend, and I am convinced, in doing so, I shall be supported by the voice of the nation, and of the naval service, that ships capable of carrying heavier metal, be ordered immediately to be built, with every possible expedition; for the call for them is urgent, the want of them felt every day, and every hour; can it be possible, that, from motives of economy only, frigates are to be continued on the old plan, to carry eighteen-pounders on their main-deck, when we have found them so completely inferior to the American ships they are so liable to fall in with, and with which, in action, they have no chance; and if the French also begin to build their frigates of larger dimensions, calculated for 24-pounders, which the success of the Americans will soon lead them to do, generally, it certainly must be nothing short of madness in us to continue building our frigates as formerly, and of expecting the same brilliant success when they meet an enemy. The first lord of the Admiralty, who, I think, much disposed to promote the good and honour of the service, declared, in his seat in parliament, that there was no necessity for building frigates or ships expressly to match the American men of war, as, before they were finished, peace might be concluded, and then they would have cost an heavy expense, and answer only as frigates after all. I hope since then his opinion has been changed, and the cutting down system given up, and that at least a dozen or more of the frigates now building, are intended to carry 50 guns, 24-pounders on the main-deck, and at least 400 men; the necessity for such vessels at present is evident to all; the want of them, as I said before, is severely felt: the success of the American navy, in its infant state, can leave us no reason to doubt, that every exertion, both during war, and even in peace, will henceforth be made to increase it, and to keep it effective; and, after such ample experience, are we to remain still unprepared with the kind of force necessary to cope with it; for, although we have an immense navy, yet, if we consider its disposal, we shall find it no longer wonderful that

we have been beat. Our line-of-battle ships are, with few exceptions, stationed in the Channel, Downs, and Mediterranean; and there is now a squadron of them on the coast of America, where I hope they will restore the success of the British naval arms; but still it is very possible for these heavy American ships to steal out, and when once out, they leave their own shores immediately, and vary their cruising ground so much, that we have never hitherto been able to intercept them with an equal force; but having so many cruisers, and small convoys, besides running ships, it was quite impossible they could fail to make rich prizes; and their activity, bravery, and nautical skill, have enabled them to return triumphant to their own ports, after destroying three of the finest frigates in our navy. The consequence of this is, that we can no longer attempt to send single frigates across the Atlantic with convoys, we must now send two or three spare line-of-battle ships, and when in charge of convoys, they do not consider themselves at liberty to pursue the enemy far, even if they fall in with them; small cruising squadrons for this purpose must therefore be despatched, and kept out constantly; when one returns to port, others ought to sail immediately, or be sent at once to reinforce the Brazil, Cape, and African and Irish stations, where our force at present is inadequate for the protection of our trade, much less can they pretend to seek the enemy, having few or scarcely any frigates fit to encounter these large Americans; we must send at least one or two line-of-battle ships, or 50's, if we have any to send, to these stations, or at least to cruise on them for a certain time, and then to bring home our convoys; the activity of these new enemies has been extreme; their success deserved on their part; and if our activity and vigilance do not correspond, the bravery of our seamen must be unavailing; against such odds they have often performed wonders, but we ought not to expect impossibilities. To conclude, our American squadron is now very strong, and fit for far greater enterprises, than the destruction of the American ships, if ably managed, and scope be given to the spirit of the officers and men; but they may escape, nay, I think it probable still that they will do it, we ought, therefore, to be prepared for them, wherever they steer, by keeping squadrons constantly out, squadrons of one 74, one or two frigates, and sloops; then we may have a chance to catch them *somewhere*, and considering what has happened, few will deny the great importance of our inflicting signal chastisement for the severe drubbings they have already given us. We know, too, that the French have sent out several small squadrons to cruise and gain the American coast if they can; with regard to them, also, we have been so unfortunate as only to see them, when too weak to attack successfully. Lord Melville and the Admiralty will, I hope, look well to these important matters.

ALBION.

MR. EDITOR, *24th March*, 1813.

FOR some time past, there has been no complaint more general in the navy, than the inadequate pay of captains and commanders to support a proper table on board their respective ships; the custom of the ser-

vice, long practised, with scarcely any exception, makes it quite a matter of course, for the captains to have a certain number of their officers at table every day in the week, except that on which they dine with the lieutenants and ward-room officers: this cannot be done but at very considerable expense, such as the bare pay of their rank cannot by any means defray; and as there are many excellent officers without much private fortune, it is to be feared, that many such have of late been very indifferent about getting ships, solely from the inadequacy of their pay to support their rank in the service; and the country has, in consequence, been deprived of the services of some of its best officers. The propriety of continuing the practice, is allowed by all; it binds and cements the ties of commander and friend, of protector and protegé, and if it fails to do this in every case, it affords the best opportunity of judging fairly of character and abilities.

The petition of the captains in command of ships, for an addition to their pay, through their commander-in-chief, Admiral Montague, when commanding at Portsmouth, preferred some time ago to the late board of Admiralty, was unfortunately not only rejected, but treated with every marked and certainly ill-judged censure; now, however, a more enlightened and more liberal mind directs the helm of naval affairs, and I rejoice to see, from the notice of Sir F. Burdett, in the House of Commons, and the reply of one of the naval lords, that this subject is now under the consideration of the board, and that they mean to allow a sum for each captain and commander's table, in proportion to the rate of his ship; this will, I am sure, give great joy and satisfaction to the higher classes of naval officers; the allowance of from 300*l.* to 50*l.* according to the rate of the ship, will enable them to keep up the respectability of their rank, and to add to the comfort and happiness of their subordinate officers, and thereby promote their own, without injuring themselves, as many have already done. Captains possessing great private fortunes, it is to be presumed, will decline receiving the allowance. It is truly a pleasant thing to bestow the praise and approbation which the conduct of Lord Melville so well deserves, in forwarding, to the utmost of his power, the good of the service he presides over.

A FRIEND TO NAVAL MERIT.

MR. EDITOR, *Bristol, 22d, March* 1813.

AT page 111, you have given an account of an experiment lately tried on board of the Dædalus with a light 24-pounder iron gun, weighing 33 cwt.* with a view, it is said, of ascertaining the efficacy and use of substituting light 24-pounders for guns of this calibre that are in common use. The inference drawn is, that a ship fitted with light guns, meeting an

* In all experiments, the length of the bore or cylinder of the gun should be inserted, as any little difference here, makes a great alteration in point of range, which the weight of the gun has nothing to do with; the weight being confined solely to its influence on the recoil.

enemy armed with guns of the usual weight of metal, might, by distant firing, become disabled before the light guns could reach her adversary. This is a heavy complaint, and if correct, would be sufficient to reject these kind of guns from the service altogether.

I beg to differ in opinion from these premises, and, that this experiment ought, by no means, be adduced as a cause of rejecting short and light guns. Although these short guns were found unequal to range with two shot when loaded with only 4½ and 4 pounds of powder* as far as common (or long) guns loaded with 8 pounds of powder, it is presumed single shot from these short guns would, even with these reduced charges,† be found to range with every effect to 1200 yards, the assumed distance that a ship carrying short guns is said to be disabled at before she could reach her adversary. As this distance is, without doubt, within range of these short guns, I cannot conceive what is to prevent a ship that is fitted with them, from having an equal chance of annoying her adversary with single shot, as there would be of her adversary disabling her by using two shot from long guns. The uncertainty of hitting an object at any designed point, being greater when using two shot each round, than with one shot; and this uncertainty increases as the distance becomes greater; therefore this mode of firing at 1200 yards (or at any considerable distance), has not so great an advantage as is generally supposed; besides short guns from their lightness are easier worked than long guns in common use, and might be fired three rounds to the other's two.

This advantage of quickness of firing might be increased, by their being loaded with fixed ammunition (which will require sponges and rammers fixed to a staff instead of rope), this method of loading guns saves considerable time by requiring the rammer to be introduced only once into the cylinder of the gun; but when wads are used it requires the rammer to be introduced no less than three times before the gun can be loaded. The objection to using stave sponges has arisen from having the sponge head and rammer fixed to the same staff, by which means, when either the sponge or the rammer is about to be introduced into the cylinder of the gun, the other is necessarily projected to the distance of ten or eleven feet (according to the length of the gun) out of the port, which renders it from its weight, very difficult for one man to manage. To obviate this, the sponge head ought to be fixed on one staff, and the rammer on another; when they would be found easy and light to manage, far superior to sponges and rammers fastened to rope at present in use. Probably it is owing to this method of loading guns, and using these kind of sponges, that gave the Americans that advantage of quickness of firing, it is reported they were in possession of during their late action with the Macedonian; if so, its immediate adoption becomes imperative on our part.‡

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* The charges used in the experiment.

† One fifth the weight of shot is the proper charge of powder for single shot, for all light guns without chambers; with this charge these light 24-pounders will be found to carry single shot far beyond 1200 yards.

‡ At the distance of 1½ to 2 cables' length, two shot are found to range within

It is also further related, that their fire (in this action) was very conspicuous for its precision and destructive effect; this leads me to suggest the propriety of discontinuing that mode of firing designated a *broadside*, which ought to be but seldom or never used. The firing of each gun should solely depend on the man that lays her, from the constant motion of the ship varying the direction of the gun. The falling off of the ship from the wind, and bringing her to, alters the line of fire; the rolling of the ship alters the elevation; either of these causes (and they are continually occurring) occasions a broadside, even at the distance of two cables' length (or 480 yards), to have little effect, and this is further diminished as the distance increases; from these causes it is impossible for a gun to carry her shot with any precision, if the word (fire) is given by any other person than the man that lays her: it is he alone that can discover the exact moment for discharging his gun to have the desired effect.

In my next letter (this being quite full) I shall submit to your consideration a mode for discharging guns in the shortest possible time after the word is given, far superior to the present practice, which occasions a delay (whilst the priming is burning in the vent) fatal to the direction of the gun. This mode will be found equal to the use of tubes and portfires, which articles are inadmissible on board.

Your obedient Servant,

AN IRON GUN.

P.S. Since writing the above, I am sorry to say, news has arrived of the taking of the Java frigate. It corroborates my assertion in a letter I addressed you in January last, that the Americans having a greater number of men was not the true cause of our inferiority, as more than the Java's full complement remained, after sustaining a very heavy loss during the action. As long as our frigates carry guns of an inferior calibre to the Americans, we may always expect the same result. Our first class frigates might, for the present, carry 24-pounders of 18 calibres in length, which, on an average, weighs 47 cwt. 2 qrs. each; this gives a difference not quite 4 tons in substituting 24-pounders for the 14 18-pounders they now carry on a side. This difference of weight is too inconsiderable to merit any attention, when put in competition with the advantage that will arise from their being used.

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a yard of each other. At this distance an advantage would arise in point of quickness, by having cartridges fixed to two shot instead of one, which is effected by interposing a wood bottom between the shot, turned with concave ends, so as to receive a part of the convexity of both shot, which must be secured with straps of double tin in the usual manner; by this means no longer time is required in loading a gun with two shot than with one, by introducing the rammer but once into the gun. This mode of loading guns ought to be introduced when breaching a fortress or any other works, either from ships or *batteries*, particularly from the last, which are erected within half a cable's distance of the wall.

MR. EDITOR, *2d April*, 1813.

THERE is no part of your highly interesting, and most useful work, more acceptable to your readers, than the biographical memoirs of the numerous gallant officers therein recorded, of whose noble achievements, many of them have not survived to reap the merited rewards and honours a grateful country seldom fails to bestow on those who distinguish themselves in fighting its battles. To record the name and actions of those who fall in the naval service of their country, is a tribute due to the memory of the hero, and the NAVAL CHRONICLE, now long established as an useful and well-conducted work, is peculiarly calculated to preserve the likeness, name, and services of deceased naval heroes of Britain. To speak of living characters, is often, from particular circumstances, a delicate and invidious task; hence, it invariably appears, the memoirs of living characters, selected for publication in your work (all of them, no doubt, very honourable men), are very deficient in point of interest, anecdote, and impartiality, compared with those of deceased characters. I am aware, that it is principally to the friends of the eminent men we speak of, that you are indebted for the accounts of them inserted in your work; this must, indeed, be the case, for most officers are too modest and unassuming, to blazen forth their own deeds in arms; and their friends, during their life-time, furnish only a few leading particulars, the gazettes supplying the rest; and, indeed, this is all we can expect of living characters; but with respect to those who are now no more, it is very different; there is no longer any cause, nor any motive or inducement, *to withhold* their relatives and friends (for living officers do *often* forbid the publication of their lives, as you, Mr. Editor, well know), but on the contrary, very strong ones to *lead them* to bring them forward, with the likenesses, and to place them in your hands for publication; to the friends of such officers as fall in battle, or perish at sea, it must be matter of consolation and gratification, as it is of justice to the deceased, to hand down their names and services to posterity; and I wonder much you find it so difficult, to obtain the biographical memoirs of such. I hope, in future, you will find less difficulty in this department of your work. I observe you do not fail to give intimation of the contributions you are anxious for in this way; but I fear with no very great success, as to living officers; but with regard to those who are now gone to the land of deep forgetfulness, I think it is a duty incumbent on those friends, who *can* furnish their memoirs, to prevent their names and services from also falling into oblivion. Nor, is it at all necessary to confine your selection to the higher ranks of the service; the exploits and services of lieutenants are not unfrequently of as much interest as those of some admirals; and should not pass unrecorded. Many eminent officers, of late years, have perished in the service of their country, whose memoirs would, I am certain, afford much interest and pleasure to the public in general, and particularly to their brother officers, as they stood deservedly high in the estimation of their country, and of the service to which they were ornaments. I can mention only a *few*, but hope the relatives of *others*, under like circumstances, will equally take

the hint;* those more particularly occurring to my recollection, are the late Admiral Carthew Reynolds, who perished in the Baltic; W. O'Brien Drury, who died in India;† Captain Newman, of the Hero; Atkins, of the Defence; the late Hon. Capt. W. Paget, of the Romney; Bettesworth, of the Tartar; Barret, of the Minotaur; Boys, of the Statira; Hon. Captain Herbert, who was drowned on the coast of Spain; Murray, of the Franchise; Shipley, of the Nymphe; Selby, of the Owen Glendower; Ferris, of the Hannibal; H. Lambert, late of the Java; Lieutenants, Hawkey, of the Implacable; Bone, of the Pompée; Cannon, of the Eagle; and Ashworth, of the Kent,‡ &c.

MENTOR.

MR. EDITOR,

AGREEABLY to promise, I herewith transmit you lists of his Majesty's squadrons, at present serving in the Channel, Coast of Ireland, Spain and Portugal, North Sea, Downs, &c.

And am, &c. C. D.

Ships employed in the Channel Fleet, cruising on the Coast of Ireland, Coast of Spain, Portugal, &c.

Queen Charlotte, 120, Admiral Lord Keith, Capt. P. Malcolm, Capt. S. Jackson; Ville de Paris, 110, Rear-admiral Sir H. B. Neale, Capt. Jones; Royal Sovereign, 110, James Bisset; Abercrombie, 74, C. W. Fahie; Bulwark, 74, Rear-admiral C. P. Durham, Capt. J. A. Worth; Barham, 74, E. Spranger; Clarence, 74, H. Vansittart; Colossus, 74, T. Alexander; Conquestador, 74, Lord W. Stuart; Dublin, 74, R. D. Dunn, Duncan, 74, R. Lambert; Hannibal, 74, Sir M. Seymour; Magnificent, 74, T. W. Lake; Mulgrave, 74, T. J. Maling; Pembroke, 74, Jas. Brisbane; Superb, 74, Hon. C. Paget; Tigre, 74, J. Halliday; Venerable, 74, D. Milne; Warspite, 74, Hon. H. Blackwood; Armide, 38, Sir E. T. Troubridge; Andromache, 38, G. Tobin; Belle Poule, 38, G. Harris; Briton, 38, Sir T. Staines; Dryad, 38, Ed. Galway; Galatea, 38, Wood Losack; Hotspur, 38, Hon. J. Percy; Iris, 38, H. H. Christian; Inconstant, 38, Edw. Tucker; Leonidas, 38, G. F. Seymour; Fortunée, 38, Hon. F. W. Aylmer; Medusa, 38, Hon. P. D. Bouverie; Magicienne, 38, Hon. W. Gordon; Niobe, 38, W. A. Montague; Phœnix, 38, James Bowen; Phœbe, 38, Jas. Hillyar; Pyramus, 38, J. W. D. Dundas; Rota, 38, P. Sommerville; Lacedemonian, 38, Sam. Jackson; Surveillante, 38, Sir G. R. Collier; Sybille, 38, Clot. Upton; Stag, 38, P. Hornby; Unicorn, 36, G. B. Salt;

* Captains Hardinge and Stewart's memoirs will serve as excellent examples.

† *Vide* N. C. Vol. XXVI. p. 179.

‡ Of the names here enumerated, a friend of the late Captain Newman has obligingly undertaken to furnish us with the memoir of that gallant officer; and we take this opportunity of requesting such of our readers as possess the means, to forward to our office any particulars relating to the different officers mentioned by our kind correspondent, *Mentor*.—ED.

Crescent, 36, J. Quilliam ; Picque, 36, Hon. A. Maitland; Rosamond, 20, D. Campbell ; Andromeda, 20, R. Arthur ; Myrtle, 20, Cl. Sneyd ; Fylla, 20, H. Prescott ; Favorite, 20, J. Maxwell ; Hermes, 20, Ph. Browne; North Star, 20, T. Coe ; Talbot, 20, S. Swaine; Achates, 18, J. Davies (2); Albicore, 18, H. T. Davies ; Banterer, 18, C. Warde ; Bittern, 18, G. A. Hire ; Brisk, 18, E. Mounsher ; Conflict, 18, H. L. Baker; Cadmus, 18, C. Fife ; Derwent, 18, J. M. Sutton ; Fantome, 18, J. Lawrence ; Foxhound, 18, J. Parish ; Fairy, 18, Ed. Grey ; Fervent, 18, C. H. Reid ; Goldfinch, 18, Ed. Waller ; Helicon, 18, H. Hopkins ; Hope, 18, E. W. Garret ; Jalouse, 18, A. Lowe; Jasper, 18, J. Eveleigh ; Orestes, 18, W. R. Smith ; Port Mahon, 18, F. W. Burgoyne ; Parthian, 18, H. J. Garetty; Reindeer, 18, W. Manners; Rose, 18, T. Mansell ; Rover, 18, J. Finley ; Rapid, 18, W. Mather ; Raven, 18, G. G. Lennock ; Rolla, 18, W. Hall ; Scylla, 18, Col. M'Donald ; Stork, 18, R. L. Coulson ; Savage, 18, W. Bissel ; Sparrow, 18, J. N. Taylor ; Trinculo, 18, A. Rennie ; Tuscan, 18, G. M. Jones ; Tyrian, 18, A. Baldwin ; Cordelia, 18, T. F. Kennedy ; Contest, 18, J. Rattray ; Shamrock, 12, A. Green ; Landrail, 12, T. Warrand ; Snap, 12, G. R. Sartorius ; Wasp, 18, T. Everard ; Pheasant, 18, J. Palmer.

Squadron cruising off the Scheld and Texel, and employed in the North Sea, Downs, &c.

Impregnable, 98, Admiral Wm. Young, Rear-admiral J. Bedford, Capt. G. C. M'Kenzie ; Scarborough, 74, Rear-admiral J. Ferrier, Capt. J. Halstead ; Chatham, 74, Rear-admiral M. H. Scott, Capt. Rob. Mansell ; Cornwall, 74, E. W. C. R. Owen ; Defiance, 74, R. Ragget ; Queen, 74, Lord Colville ; Elephant, 74, F. W. Austen ; Denmark, 74, H. E. K. Baker; Princess Caroline, 74, H. Downman ; Glocester, 74, R. Williams ; Centaur, 74, J. C. White ; Christian VII. 74, H. L. Ball ; Warrior, 74, Lord Torrington ; York, 74, A. W. Schomberg ; Norge, 74, J. S. Rainier ; Nymphen, 38, J. Hancock ; Pomone, 38, Ph. Carteret ; Alexandria, 38, R. Cathcart ; Frederickstein, 32, F. Beaufort ; Apelles, 18, A. M'Vicar ; Bermuda, 18, W. Wolrige ; Beagle, 18, J. Smith ; Britomart, 18, R. Riddel ; Castilian, 18, David Bremer ; Clio, 18, W. Farrington , Cretan, 18, C. F. Payne; Chanticleer, 18, R. Spear ; Calliope, 18, J. M'Kerlie ; Cherokee, 18, W. Ramage; Drake, 18, G. Grant ; Griffon, 18, G. Trollope; Hasty, 18, J. Dickinson ; Havoc, 18, J. Forbes ; Mosquito, 18, J. Tomkinson ; Nightingale, 18, C. Nixon ; Oberon, 18, J. Murray ; Primrose, 18, G. C. R. Phillott ; Persian, 18, C. Bertram ; Plover, 18, Col. Campbell ; Prospero, 18, J. H. Godby ; Podargus, 18, G. Rennie ; Rosario, 18, W. Henderson ; Royalist, 18, J G. Bremer ; Redpole, 18, Al. Fraser ; Snake, 18, G. Robbin ; Sarpedon, 18, T. Parker ; Rinaldo, 18, Sir W. Parker ; Urgent, 12, G. Bentham ; Zenobia, 12, R. Foley ; Zephyr, 12, T. C. Hitchins ; Archer, 12, W. Slaughter.

Baltic Fleet.

Courageux, 74, Rear-admiral G. Hope, Capt. P. Wilkinson ; Vigo, 74, Rear-admiral J. N. Morris, Capt. T. White ; Orion, 74, Sir A. C. Dickson ;

Zealous, 74, T. Boys; Ulysses, 44, T. Fothergill; Hamadryad, 38, Ed. Chetham; Ranger, 20, G. Acklom; Ariel, 18, Dan. Ross; Acteon, 18, B. C. Cator; Beaver, 18, E. O. Drury; Calypso, 18, T. Groube; Cruizer, 18, T. R. Toker; Echo, 18, T. Perceval; Erebus, 18, H. J. Lyford; Leveret, 18, G. W. Willes; Portia, 18, H. Thompson; Reynard, 18, D. St. Clair; Sheldrake, 18, G. Brine; Thracian, 18, J. Carter; Woodlark, G. A. Byron.

Convoys sailed, or about to sail, from Portsmouth to the West Indies, and North America.

Sceptre, 74, Capt. R. Honeyman; Forrester, 18, Al. Kennedy; Rifleman, 18, T. Pearce.

From Cork, to the West Indies and North America.

Bedford, 74, Js. Walker; Rhin, 38, Ch. Malcolm; Hermes, 20, Ph. Brown; Bold, 14, J. Skekel.

To Newfoundland and Quebec.

Muros, 14 Ch. Hobart; Manly, 14, Edw. Collier; Boxer, 14, S. Blyth; Borer, 14, R. Coote; Electra, 14, W. Gregory; Thistle, 14, J. K. Whyte.

To Cadiz and Mediterranean.

Plantagenet, 74, R. Lloyd; Ethalion, 38, Ed. Heywood; Wizard, 18, F. Moresby.

To the East Indies, and Brazil.

Doris, 38, Rob. Obrien; Salsette, 38, J. Bowen; Porcupine, 18, R. Elliot; Raleigh, 18, G. Hooper.

Appointed for the West Indies and North America, from Portsmouth.

Asia, 74, Al. Shepherd.

Line-of-Battle Ships and Frigates fitting and refitting.

St. Joseph, 110, Rear-admiral Foote, Capt. Bourchier; Boyne, 98, G. Burlton; Rodney, 74, H. Douglas; Albion, 74, J. F. Devonshire; Mars, 74, H. Roper; Sultan, 74, J. West; Armada, 74, C. Grant; Majestic, 74, J. Hayes; Bellerophon, 74, Aug. Brine; Indus, 74, W. H. Gage; Rippon, 74, (both new) Sir Ch. Cole; Antelope, 50, S. Butcher; Lavinia, 38, Geo. Digby; Loire, 38, T. Brown; Indefatigable, 38, J. Fyffe; Madagascar, 38, L. Curtis; Jason, 38, Hon. J. W. King; Greyhond, 38; Perseus, 24, C. H. A. Court.

Preparing for Service, or ordered.

Anson, 74; Medway, 74; Devonshire, 74; Benbow, 74; (four new ships) Dreadnought, 98; Spencer, 74; Excellent, 74; Conquerer, 74; Rivoli, 74; Thunderer, 74; Foudroyant, 80; Goliah, 74; Saturn, 74; Renown, 74; Resolution, 74; Terrible, 74; Spartiate, 74; Donnegal, 74; Canopus, 74; Cambrian, 38; Nereid, 38; Melampus, 38; Diana, 38; Amphion, 38; Amazon, 38; Ambuscade, 38; Phæton, 38; Santa Margaritta, 38; Bourbonaise, 38; Piedmontaise, 38.

PHILOSOPHICAL PAPERS.

Extract of a Letter on Smoking Ships, in order to discover Leaks, and to destroy Vermin.

"AS it is very common for ships to have leaks about the stem and head-knees, which remain sometimes for years undiscovered, although when plunging deep with a head sea, these leaks are liable to become dangerous; I recommend the following simple method, to discover the leaks of ships, which, if brought into general use, would, I think, greatly benefit all those concerned in maritime affairs.

"This method is merely to fill with smoke, all new ships prior to launching, or afterward when docked, or old ships in dock, which may be done easily, without any risk from fire. Some carpenters should be ready with chalk, to mark the places where the smoke issues, which penetrates where water will not, and the threads of smoke will be in proportion to the leaks.

"All old East India ships, every time they are docked, should be smoked with charcoal, and some ingredients mixed with it, to augment the smoke, in order to kill all the rats and mice, as well as to discover leaks.

"Some time ago, my ship being over run with rats, mice, and cock-roaches, I secured the deadlights, and every other place as well as possible, then lowered down upon the ballast in the main-hold, a large pot, containing about a *cwt.* of charcoal, red hot, and laid on it a quantity of shakings a little wet, and dipt in tar. But in order to make certain of destroying the vermin, I placed also upon the ballast a small kettle, with sulphur on fire, and immediately closed the hatch, securing it with clay.

"In a few minutes, the smoke began to issue out at many parts of the ship, which enabled the carpenter to mark them, by which means a leak was discovered in the stem, of ten years standing, or from the time the ship first floated; and many efforts had been made at various times to discover it, without success.

"After 40 hours, the hatches were opened, and the rats were found in a petrified state, but the cockroaches were as lively as ever. If a sufficient number of kettles were used, according to the size of the ship to be smoked, charcoal would answer, without any other ingredient. Were I with you, I should be happy to make trial, at my own expense, with the view of bringing it into general use for the good of the country, as I can answer for its success, if the experiment is properly made."

Annotation by Mr. Horsburgh.

In the early part of my life, I belonged to a ship, which was smoked, in order to discover a leak, and to destroy rats; but either from a deficiency of the combustible matter (contained in a large iron pot, and placed on the ballast), or from the want of a free circulation of atmospheric air, to give energy to the combustion, or probably from both causes combined, the quantity of mephitic smoke produced was not sufficiently dense

Lieu.t Evans R.N. delt.

Baily Sculp.t

H. M. S. Daedalus.

Lieut. Evans R.N. del.t

Baily Sculp.t

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Action between H. M. S. Bacchante & French Brig L. Griffon

to have the desired effect; for only a few rats were found dead, and these near the fire place; nor did any smoke issue out through the seams of the ship, or otherwise, so as to enable us to discover the leak. I therefore apprehend, that to make certain of a favorable result in smoking ships, either to discover leaks, or to destroy vermin, the best way would be to have the furnace, or vessel that contains the combustible matter, placed upon deck, with a tube affixed to it, on the principle of a forcing condenser, in order to conduct all the smoke and sulphurous gas into the hold; so that by continuing the combustion a sufficient length of time, and working the forcing valves of the condenser, the body of mephitic smoke in the hold might be increased to a great degree of density, without risk from fire; and certainly the probability of discovering leaks and destroying rats, or other vermin, will be in proportion to the density of the mephitic gas contained in the ship.

Jas Horsburgh

PLATE CCCLXXXVI.

THE first Engraving of the accompanying plate represents H. M.'s late ship Dædelus, which was one of the smallest two-and-thirties in the navy, and was built at Liverpool, in the year 1780, by Mr. Hunt: she mounted twenty-six twelve-pounders on the main-deck, ten twenty-four pounder carronades on the quarter-deck, and two long twelves on the forecastle: measuring in length, on the gun-deck, 125 feet 5¾ inches, 103 feet 1 inch keel, 35 feet extreme breadth, 11 feet depth of hold, and 702 tons. She was esteemed, whilst commanded by Captain S. H. Inglefield, one of the prettiest, and neatest rigged frigates in the British navy; a swift sailer, and an excellent sea-boat. From the superior state in which every part of her decks, store-rooms, &c. were kept, together with the particular cleanliness of her crew, she was generally termed the yacht, by the captains on the Jamaica station: in fact, such a paragon was she considered, that many naval commanders have sent their first lieutenants and warrant officers on board her, to observe the manner in which she was fitted, that they might take pattern; and when in dock at Sheerness, in 1810, Vice-admiral Sir N. E. Stanhope went on board her, and afterwards expressed his admiration to Mr. Yorke, who was examining into the state of the ships in ordinary, &c. At finding her in every part such a picture of cleanliness; doubtless in consequence of not before having witnessed any vessel in such high order, when sent into dock.

She is represented lying moored in Port Royal harbour, Jamaica (after

having been dismasted in a hurricane off Porto Rico), with sheers erected for taking in a foremast.

She had the credit, when commanded by Captain Ball, the last war, of taking a French frigate of very superior force, off the Cape of Good Hope.

The second Engraving represents H. M. S. Bacchante, of 20 guns, commanded by Captain Samuel Hood Inglefield, engaging the French Imperial brig le Griffon, of 18 guns, commanded by M. Gautier, lieutenant de vaisseau, off Cape Antonio, island of Cuba, on the evening of the 11th of May, 1808. The action commenced at 3 P.M. and lasted thirty-two minutes, with reciprocal bravery, terminating in favour of the English. The peculiarity which distinguishes this little affair, is the sail under which the Bacchante fought, having sky-sails and a main lateen moon-raker set, and which hoisted fourteen feet above the mast-head. This sail was adopted by Captain James Richard Dacres (of H. M. S. Guerriere), and first planned by Lieutenant John Norton, one of the sufferers in the Hero. The great utility of lofty sail during light winds has been fully ascertained and appreciated in the navy; and in this instance, particularly, the use of them was conspicuous, as they certainly aided the capture of the Griffon, which vessel sailed remarkably fast, and would, in all probability, have escaped, had not the Bacchante been provided with extra sails.

HYDROGRAPHY, PILOTAGE, &c.

ENGLAND.

Trinity-House, London, February, 1813.

PURSUANT to the directions of the Lords Commissioners of the Admiralty, a Floating Light is now moored off * Bembridge Ledge, at the east end of the Isle of Wight, with the following angles and compass bearings, *viz.*

Nettlestone Point and St. Helen's Sea Mark	18° 30′
St. Helen's Sea Mark and Ashdown Beacon	15° 38′
Ashdown Beacon and sharp Western Edge of Culver Cliff	28° 5′
Sharp Western Edge of Culver Cliff and Dunnose Point	11° 42′
Nettlestone Point	N. W. ¼ N.
St. Helen's Sea Mark	N. W. b. W.
Ashdown Beacon	W. N. W. ¼ W.
Culver Cliff sharp Western Edge	W. ¼ S.
Dunnose	W. S. W. westerly.
Betty's Ledge	W. ¼ S.
N. W. Buoy *Princessa*	S. W. b. W.

* N. C. XXVIII. pp. 129, 313, 478.

S. E. Buoy *Princessa* .....S. S. W.
Warner .....N. ¾ W.

The Buoy of the Nab Rock, bears from the Light Vessel W. distance about 140 fathoms.

If the passage between Betty's Ledge and the N.W. buoy of the *Princessa* must unavoidably be taken in a dark night, masters and pilots of ships will do well to observe that;—

When Culver Cliff bears north, distant from ¼ to ½ of a mile, they will be about 3¼ miles from the light, in 6 or 6½ fathoms at low water; the light then bearing E. N. E.—From hence an E. b. N. Northerly course, will carry them to the southward of the buoy of the Nab, and Light Vessel.

And when the Light Vessel bears N. b. W. or N. b. W. ¼ W. they may haul up to the eastward of her for St. Helen's Road They must be very attentive to the bearings, as the tide between Betty's Ledge and the *Princessa*, (on which in many parts there are not more than 19 or 20 feet) runs with a velocity that makes this channel dangerous to ships drawing much water. Ships coming round the S. E. buoy of the *Princessa* from the westward, must not haul up for the light until it bears north; when they may shape their course for St. Helen's Road; and should, on all occasions, if possible, pass to the eastward of the Light Vessel. The greatest attention must be paid to the time and setting of the tides. From this Vessel two distinct lights are shewn in two lanthorns, suspended from two separate masts, at 43 feet distance asunder, and hung at different heights, the one lanthorn at 25 feet, the other at 18 feet height above the vessel's deck; by which this Floating Light may be readily distinguished from the Owers floating Light, and other lights in that vicinity.

Trinity House, London, 26th February, 1813.

Gorlestone Old Steeple,* used for many years past as a leading mark into Yarmouth Road, was blown down in a heavy gale of wind on the 18th instant; and upon a survey since made of St. Nicholas Gatway, for a mark to be used instead thereof, It appears that a good and very conspicuous leading mark for the Gatway, is a very high new Tower-mill, standing to the westward of Yarmouth Town over the S. W. end of the Navy-Hospital, bearing N. by W. It is also a good turning mark, into and out of the Gatway, by standing towards Corton Sand until the Mill is just open to the westward of the Hospital; and in standing to the eastward, until the mill is open to the Eastward of the Telegraph erected on the centre of the Hospital.

ATLANTIC OCEAN.

Pennedo de St. Pedro (called also St. Paul's),† is an island which has been seen by ships both outward and homeward-bound; although it is con-

* N. C. XXIX. 218.

† N. C. XXIX. 124. See also Horsburgh's "Directions for sailing to and from the East Indies," &c. part i, page 26.

siderably westward of the common track for the latter, and no ship bound southward should cross the equator so far westward as this island, if it can be avoided. Some accounts mention small trees on it; but this is probably a mistake. The ship Tellicherry, bound for India, 17 May, 1802, passed within 5 or 6 miles of it: a view was taken when it bore from N. 30° W. to N. 37° W. according to which this island appears to be a heap of rugged rocks, having low gaps between some of them: the northernmost a small pyramidal rock, not so high as the others. The description annexed to the view in that ship's journal, says:—"This island is all rocks, about the height of a ship's mast out of the water." In the "Directory" it is said that the true latitude and longitude of this island were ascertained by Captain Williams, of the Thames, in 1798; when the latitude was found to be 58′ S. and the longitude 29° 56′ W. of Greenwich. There is an error (probably of the press) in this statement: for the latitude should be read 58′ N. By the journal of the Thames, it seems there were three chronometers on board, but at making Pennedo they did not agree, the difference between two of them being 76 miles in longitude. None of these chronometers made the island so far westward as mentioned above; for if that one which gave the most westerly longitude be adopted, it would amount only to 29° 36′ W. and the observations by ☉ ☾ made it 29° 15′ W. The Cornwallis, in company, made the longitude 29° 3′ W. by chronometer, and 28° 41′ by ☉ ☾. The true situation of Pennedo de St. Pedro may be approximated as follows:—

Lat. N.	*Long. W.*					
58′	29°	30′	chro.	Thames	1798	The mean of these observations places the island in 55′ N. and in 29° 15′ W. The Tellichery made it bearing W. by N. at 2 P.M. and had observations of stars E. and W. of moon near it.
	29	15	☉ ☾			
55	29	3	chro.	Cornwallis	1798	
	28	41	☉ ☾			
50	29	38	☉ ☾	Sampson	1798	
54	29	16	....	Unicorn	1800	
57	29	20	☽	Tellichery	1802	
55	.....			Le Rouillé	1750	

In Arrowsmith's chart this island is laid down in longitude 29° 22′ W. In Heather's, it is placed in 26° 43′ W.

The magnetic variation in 1802 was 6° W.

Mr. de Landeneuf was sent to explore this island, on board the French ship Curieux, in 1768. His account, and the Tellichery's, are similar. He found that it consisted only of a heap of steep rocks, covered with bird's dung, without verdure, and that it had no place fit for anchoring, nor convenient for landing.

EQUATORIAL NAVIGATION.

There are many journals which tend to prove that the north-east trade wind is deflected by the projection of Cape Verd to the westward, and that ships which keep near the coast of Africa lose the trade sooner than others which are at a greater distance from the coast. To guard against this, it

is recommended by many commanders to keep well to the westward at the time the north-east trade fails, with a view to continue it longer, to have fewer calms and baffling winds in the variable space, and to meet the south-east trade-wind sooner than if more eastward. By adhering to this precept, several ships have crossed the equator far westward, and then meeting with the south-east trade, hanging far from the southward, and strong westerly currents, have made the Brasil coast, obliged to tack to the eastward, which occasioned considerable delay. In the summer months, particularly when the sun is in the northern hemisphere, it is imprudent for outward-bound ships to run too far to the westward; for in this season it has sometimes happened that the north-east winds have continued longer with ships in longitude 19° to 23° W., than with others which had separated from them, and lost the trade in 26° and 27° west longitude. On whatever side of the Cape Verd Islands ships may pass, the most eligible situation at losing the north-east trade is probably from longitude 18° to 23° W. When the sun is near the northern tropic, the trade often fails ships in sight of these islands; it is certainly best to pass to the westward of them at such times, at eight or ten leagues distance at least, to preserve the steady wind, and prevent any delay, by keeping from the light eddy winds near and amongst them in this season. When to the southward of the Cape Verd Islands, steer to the south-eastward, if the wind will permit, and endeavour to get into longitude 18° to 23° W. at losing the north-east trade. If then the southerly winds commence, take advantage of the shifts to stand on the tack which gains most southing, and endeavour to cross the equator from 18° to 23° W., if the winds will permit; but do not be induced to make a long tack, either eastward or westward, with a dead southerly wind, in hopes of meeting a better, unless the wind should veer so as to gain much southing by it. The south-east trade generally at its northern limit inclines far to the southward, particularly in July, August, and September: the same has been known to hold good in other months. When a ship meets this trade, she should not be kept too close to the wind, or she will make little progress, but ought to be kept clean full, to enable her to make good way through the water to the south-westward, by which means she will soon get to the southward of the limits of the westerly* current that generally prevails about the equator, and to 4° or 5° north latitude; also at times to 3° or 4° south latitude about Fernando Noronha, and from longitude about 27° W. to Cape St. Roque. In proceeding to the southward, the wind will draw more to the south-eastward, and finally to east and east-north-east, at the southern limit of the trade.

DIRECTIONS FOR SAILING TO THE ISLANDS RODERIGUE, MAURITIUS, AND BOURBON.

In sailing from Cape Good Hope towards any of these islands, the easting must be made in a high southern latitude, as best corresponds with

* In winter the currents sometimes from the Cape Verd Islands set easterly, and sometimes westerly, to 4° or 5° N. latitude; at other times they are variable, but to the southward of 3° or 4° N. latitude their general direction is westward.

the season of the year, agreeably to the instructions already given for proceeding towards India. In entering the trade, or passing the parallel of latitude about 27° S. a ship should be nearly on the meridian of the island to which she is bound, that she may not be obliged to haul close to the wind, should it hang from the eastward. If bound to Roderigue, (called also Diego Rais) the 27° of S. latitude may be crossed in longitude about 63° E.; if to Mauritius, in longitude about 57½° E., or, if bound to Bourbon, in 56° E. When the sun has great north declination, it may not be absolutely requisite for ships, which sail well, to reach the meridian of their port so far southward, the trade wind then blowing more from S. E. and E. S. E. in general, than from E. and E. N. E. It must also be observed, that there is a kind of northerly monsoon in the vicinity of Mauritius and Bourbon, from November to April, during which period the winds are very variable, often from N. E. to N. W. particularly from the latter quarter. From November to May a gale of wind may happen in these seas. At Bourbon there is generally one or two each season, and in some years a hurricane. Although the latter have been known to happen in December, at Mauritius, also in January and February, they are more liable to be encountered in March or April, when they blow very severe. Like the hurricanes in the West Indies, they are not frequent.

Roderigue is situated in lat. 19° 41′ S. long. 63° 10′ E. by the best accounts, the variation 13° W. in 1802. It was the practice, when navigators had no means to correct their longitude but the variation, for ships bound to Mauritius to get a sight of Roderigue, and then steer westward for their port; such circuitous tracks are no longer requisite, since marine chronometers and lunar observations are now in general use. In the general instructions throughout this work, when the variation is mentioned, it must be considered only as useful to correct the course by compass, and not the longitude; for it is presumed, that all navigators, in charge of large ships, which are to navigate between Europe and India, or in the Indian seas, are in possession of one or two chronometers, and practice lunar observations for the longitude. The island extends E. and W. about 15 miles, and is about 6 or 7 in breadth from N. to S. It is high uneven land, which may be seen 12 or 14 leagues in clear weather. Reefs and shoals encompass it, extending from 3 to 5 miles from the shore, except at the N. E. part of the island, where it is bold to, having within half a mile of the shore 16, 18, and 20 fathoms; from this depth, in standing to the northward, it increases to 25, 30, 40, and 45 fathoms, 3 miles from the shore, then no ground. Farther westward the soundings are more gradual. Near the middle of the island there is a remarkable peak, which answers as a guide for the road or harbour. When this peak bears S. you are abreast of the road; when it bears from S. by W. to S. S. E. you may stand in shore to 16 or 18 fathoms, gradual soundings; but the bottom in general is coral rocks, though in some spots sand and mud. This road or harbour (called Mathewren Bay) is safe when you are in, but the channel is intricate. Vessels which have occasion to touch here, should stand within ½ a league of the N. E. part of the island, and then coast along the reefs till the northernmost point of the island bears S. W.; they may then

make short tacks whilst waiting the return of their boat, which should be sent on shore in time, lest she fall to leeward of the houses; they ought then to sail at a musquet-shot distance, along the reef which lies at the northern point, and as soon as the flag upon the houses bears S. W. *by compass*, with the larboard tacks on board, they should steer S. W. by S. to pass to leeward of several rocks which lie off the edge of the reef; then they may anchor in 9 fathoms sandy ground, about a pistol-shot from the reef. The tail of the reef, forming the bay on the east side, will then bear N. E. 3 miles, the flag, S. W. 3° S. 1½ mile, Diamond Island, which is the nearest, W. by S. 5° S. 3 miles; Boobie's Island, the farthest off, W. by N. 5° N., and the point of breakers on the starboard side, N. W. by W. near 4 miles. There is a small level spot of land between two hills, with some houses, where a resident and some soldiers are stationed, with a few slaves, who collect land and sea turtle; these are carried to Mauritius, in vessels employed constantly on this service. An extensive shoal, called the Middle Ground, is situated in the harbour, on some parts of which there are 3, 2, and 1½ fathoms, with gaps of 6, 7, or 8 fathoms between these shoal patches. Ships used to go out by the eastern channel, the way they came in, but this is very dangerous, as they must run across the Middle Ground with a scant wind. The passage out by the west side of the harbour is far preferable. A ship leaving it by this western or leeward channel, should run so far to the westward, as to bring the Peak a sail's breadth to the eastward of the governor's house; keeping it so, or a little more open, it will bear about S. ½ E. and the course will be about N. ½ W. through a safe channel, in soundings 17, 18, 16, 13, 12, and least water 11 fathoms; and when the east point of the island is open with the east point of the bay, the depth will be 18 fathoms, then clear of the shoal. There are gradual soundings off the N. W. part of the reef, and off Booby Island; it shoalens regularly from 30 fathoms, 2 or 3 miles off, to 7 or 8 fathoms, within a cable's length of the reef. In sailing into or out of this harbour, a good look-out from the fore or fore topsail yard is advisable, for the shoal coral reefs may often be easily seen when the water is clear. A boat a-head is also requisite in these channels, for they are little known to English navigators. In the harbour there is a regular tide, the flood setting eastward, and the ebb to the westward, at the rate of 2 miles an hour, and flows perpendicular about 6 feet; at full and change of moon it is high water at ¼ past 12 o'clock. The only inducement a ship can have to touch at this place, is the want of fresh water, there being plenty of this necessary article in the harbour, and also wood for fuel. Fish may be caught in abundance, but some of them are of a poisonous* quality; which the people in Com-

* These fish which are noxious, probably feed on the vegetating poisonous coral at the edges of the reefs. Abbé Rochon states, that several kinds of poisonous fish are found on the coast of Madagascar, which are discovered by placing a piece of silver under their tongue; for it loses colour, and turns black when the fish are noxious. He also mentions, that the squadron of Admiral Boscawen suffered a considerable loss at Roderigue, for having neglected this precaution. At several places within the tropics, a poisonous quality is supposed to pervade some

modore Tiddeman's squadron found, was confined to those caught in deep water, with hook and line, whereas those got by the net or seine, in shore, were good and wholesome. At Roderigue the trade wind blows more constant than at Mauritius or Bourbon, prevailing between E. and S. E. greatest part of the year; the weather is sometimes cloudy, with showers of rain, when the wind is strong; but more frequently hazy and dry, with a moderate trade. The stormy months here are January, February, and March, when a hurricane sometimes happens. The current throughout the S. E. trade generally sets with the wind to the westward, from 5 to 15 miles daily; but at times it runs eastward, in opposition to the wind, as is the case at Roderigue.

The Isle of France, called Mauritius by the Dutch and English, is situated about 100 leagues to the west of Roderigue; it is mountainous, and may be discerned 16 or 18 leagues off in clear weather, but it seldom can be seen at a great distance, the summits of the mountains and other elevated parts of the island being frequently enveloped in clouds. This island extends in a N. E. and S. W. direction, the S. W. point being in latitude 20° 27′ ½ S. and in longitude 57° 16′ E., and the N. E. point in latitude 19° 53′ S. longitude 57° 35′ E. Great care is requisite in running in with the eastern part of the island in the night, as dangerous reefs project from several places a league into the sea. When a ship approaches the N. E. part, in latitude 20° S., four small islands will be seen, at different distances from the N. E. part of the main island. The channel generally used in sailing to the N. W. port, is between the inner island, called the Gunner's Quoin, and the others which lie farther from the shore. Round Island is the most remarkable, and lies about 4 leagues off, in latitude 19° 50½′ S. longitude 57° 45′ E., being about 1 mile in length; it is high, appearing like a haycock, and can be seen at 10 or 12 leagues distance. A ship coming from the eastward, in the latitude of this island, will discover it sooner than the main island, especially in cloudy weather, or when the horizon is hazy. In approaching Round Island, a large barren islet or rock is perceived; this is called Serpent's Island, and lies N. N. E. ½ E. about a mile from the former. Should a ship pass outside of all the islands, and the wind far to the southward, she would be obliged to work in afterward; it is therefore the practice for all ships to pass to the southward of Round Island, keeping at least a large ½ league from it, to give a birth to the reef projecting out to the westward. About 3 or 4 miles N. E. from the Gunner's Quoin (or Coin de Mire) and about 7 miles W. S. westward from Round Island, Long or Flat Island is situated, the greatest part of which is very low land; it is cut in two by a small arm of the sea, and close on the north side there is a large rock, resembling a tower, called Le Colombier,

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kinds of fish, at particular seasons. It is generally thought by sailors, that a piece of silver placed along with such fish, when boiled, will turn black, but this may be only a vulgar opinion. The Barracoota, at some of the West India Islands, is considered dangerous to eat at a particular season, although at other times it is generally considered a wholesome and delicate fish; and is thought so at all times in the Gulph of Persia, and on the Malabar coast.

(or the Pigeon House), which seems separated from Flat Island, though joined to it by a ridge of rocks even with the water's edge. The only part of Flat Island that is high, is the west end. When a ship has passed Round Island on the south side, keeping it at least 2 miles distant in passing, she should steer for the Gunner's Quoin, bearing from the former about S. W. by W. $\frac{1}{4}$ W. distant 10 miles, and give a birth to the west end of Flat Island in sailing along, on account of a reef of rocks extending about a cannon-shot from the S.W. point of a sandy cove, directly opposite to the Gunner's Quoin; as this reef is very dangerous, she ought to keep at least in mid-channel, or nearest to the Gunner's Quoin, taking care not to approach very close to the latter, there being several rocks above and under water, extending from the north side of it, about a musquet-shot distant. Having passed the westermost of these rocks, the Gunner's Quoin will be approached, from which the island takes its name; it is situated on the west part of the island, which is high and steep close to the sea. From the highest part of the Quoin, Pointe des Canonniers, (or Canoneers Point) bears S. W. 2° W., about 5 miles; but this Point must not be approached near, as a reef of breakers projects from it about the distance of a cannon shot. Among these islands the currents set strong for about an hour at a time, often at the rate of 3 miles an hour. The flood sets N. W., and sometimes westward; the ebb to the S. E. and eastward. They ought to be attended to with care, that a ship may be navigated a little more to one side, or to the other, as circumstances require. Between the Gunner's Quoin and the main there are many shoals, which make the passage within it unsafe to strangers. Should a ship in passing through the Channel among the Islands, experience a calm, she ought to anchor with a stream or kedge, in 15 or 20 fathoms gravel or coral, which is the common ground here; this will prevent her from driving on the reef joining Flat Island by currents, or being carried between it and Round Island, where are several shoals, particularly a ledge of rocks extending near 3 miles to the W.N. Westward from Round Island. This ledge which never breaks but when the sea runs high, renders this channel narrow and dangerous; a ship may, notwithstanding, pass through it without accident, but should she fall to leeward of Round Island, it is safest to pass outside of Flat Island also, keeping about 1$\frac{1}{2}$ mile from it, and then steer for the west end of the Gunner's Quoin, and Canonneers Point. Having cleared this Point, she should run along shore to the point of Sea Arm, which is about 3 miles farther to the S.Westward, and continue the course, keeping near a mile from the reefs that extend along the coast, taking care to avoid those at the entrance of the Baie des Tortues, (Turtle Bay) as well as those of the Baie du Tombeau (Monument Bay) which project farthest out; to avoid these she ought to keep in 13 or 14 fathoms at least in the day-time, and in 20 fathoms during the night. From the Reef du Tombeau the course is about S. S. W. till the starboard point of Great River, and the mountains of the guard-house, with a small hummock, are brought to bear all in one. When you have got into this bearing, steer S. W. for 2 buoys at the entrance of the harbour, on the reef's end of Isle aux Tonneliers, (or Cooper's Island) which are distinguished by two small flags. This course should be continued

till you open the most advanced point of Cooper's Island, near the small hill in the hollow of the Cape; then anchor in 14 or 15 fathoms, about a cable's length from the two flags mentioned. If the wind should happen to be at N. or N. W. which is sometimes the case, it will be needless to anchor outside, because you may then easily enter the harbour, whose channel is marked out by buoys, with small flags upon them; you must then steer S.E. by S. for two heads of mountains, which are called the Two Pieter Bots,* keeping them a little to starboard, till quite within the first point of Cooper's Island. In case you should not make Round Island till the evening, and unable to pass the Gunner's Quoin before night, as it would be extremely dangerous to lie exposed between the islands, when the darkness does not permit you to distinguish objects, it is much safer to make small trips in the offing, or in sight of Round Island, with this caution, however, not to stand off farther than 2 leagues from it, and when you tack to keep your broadside toward Mauritius, for fear of the reefs round it; for in this part they extend far out, by which you might get on the shelves before the land is seen. You ought by no means to lie to in this track, because of the tides. After passing Round Island, if you are able to discern Flat Island, and the Gunner's Quoin, so as to keep sight of them, which may be done in a bright moonlight night, with fine weather, you may then keep on your course, and sail betwixt them; it will be sufficient if you guard against the ledges of Flat Island, and of the Gunner's Quoin. Having passed the latter, and being about 1½ league to the west of it, you should steer W.S.W. by compass, to range along the reef of Canoneers Point, on which a fire is generally lighted when any vessels are in sight. When that fire bears S.E. about 3 miles, you will have doubled the reef, and may then keep coasting along, taking care not to approach the shore nearer than 15 fathoms. It is, however, difficult to distinguish the entrance of the harbour in the night-time, and as you may be easily deceived by the different fires on the mountains, it is much safer, after having passed Canoneers Point, to anchor in 18 or 20 fathoms, and wait for day-light; above all, when there is little wind you must never venture to come near Canoneers Point, whether in the day or night, because of eddy tides, which run there with great velocity. These directions for sailing into Mauritius are mostly those of M. d'Après de Mannevillette, and appear to be circumstantial. English navigators have given the following instructions for sailing to the ports of this island:—In approaching the N.E. end of Mauritius, when round Island is seen, steer to pass it on the south side, at 2 or or 3 miles distance; the Gunner's Quoin will then be seen to the westward; steer direct for it, until it is approached within one mile, then edge away to the N.Westward, between it and Flat Island, which has a white rock, called the Pigeon House, on its north side. In passing through, keep nearest the Quoin, and having passed it at 1 or 1½ miles distance, on the north side, steer S.W. for Canoneers Point, if the

* The highest mountains on this island are about 2,600 feet above the level of the sea, and this is one of them.

wind is from the land ; but should there be the appearance of a sea breeze, steer more westerly, on account of the swell it commonly brings in with it setting toward the shore. In steering along, keep about ¼ or 1 mile from the reefs projecting from the points ; you will pass several batteries before reaching the Pavilions, two small flags on the extremity of the north-east shoal, at the entrance of Port Louis Harbour, or Port North-west, which is about 8 leagues from Round Island. In the day, the discoloured water on the reefs will be seen at a considerable distance, if a good look-out is kept from the fore-yard, should a ship by chance approach any of them too close. The pilots generally come out to the distance of 3 or 4 miles from the harbour to carry ships in, particularly if the neeessary signal is made. Port North-west, or the town of Port Louis, is in lat. 20° 9′ 45″ S. and in long. 57° 28′ E. by the observations of Abbé de la Caille, and d'Apres, corresponding with each other within a mile of longitude.* In 1788-9, the mean of 70 distances of ☉ ☾ made it in long. 57° 29′ E. from Greenwich, the lat. 20° 9′ 33″ S. and the variation in the road at the same time 16° 20′ W. Port Bourbon is the south-east Port of the Island Mauritius, situated in latitude 20° 22′ S. longitude 57° 41′ E. It is little frequented, being on the windward side of the island ; the trade wind blowing generally into it, the navigation out is rendered very difficult, more so, as the two channels are narrow, and formed between reefs. At full and change of moon there are breezes at times from the land, when a ship may be enabled to get out of this harbour. The eastern channel is of great length, winding in various directions, narrow, and intricate. The western channel, although narrow and winding, is more safe ; in entering it you keep Passe, (or Passage Island) which is on the edge of the eastern bank, close a board, and when round it you haul to the eastward, to avoid the point of the western reef, and may then anchor in the bason, in 25 or 30 fathoms. If you are to proceed for the harbour, the channel may be perceived by the colour of the water, as the dangers plainly appear. This harbour is secured from all weather by a reef, great part of this being dry at low water.

The Island Bourbon, or *Mascarenhas*, is of a round form, about 14 leagues from N.W. to S.E. which is its greatest length. There is a volcano near the S. E. part, and the high peaked mountain near the centre of the island is in latitude about 21° 9′ S. Although this island is larger than Mauritius, it is only a great mountain, in a manner cloven through the whole height, in three different places ; the summit is covered with wood, and its declivity, which extends down to the sea, is cleared and cultivated in two thirds of its circuit ; the remainder is covered with lava of the volcano, which burns gently and without noise—it only appears a little violent in the rainy season. St. Denys, at the north part of the island, is the principal place, lying in latitude 20° 52′ S. and in longitude 55° 27′ E. but the anchorage here is near the shore, and unsafe. There is another

* Although the French observations have hitherto been esteemed correct, there appears some necessity for farther verification, because Captain Flinders is understood to make Port North-west in 20° 10′ S. and 57° 45′ 30″ E. and Mr. Quenot is said to have made it in nearly the same longitude. (Hydrographer.)

bay at the N.W. part of the island, in the district of St. Paul, where there is anchorage, and the sea tolerably smooth, but the landing is difficult. The island has no port where a ship can lie sheltered from bad weather, on which account vessels do not choose to remain at anchor, especially during the rainy season. Hurricanes are liable to happen from December to the latter end of April, and are more particularly dreaded about the full and change of moon. In this season it is thought unsafe to anchor, except four or five days after the new or full moon, and vessels do not remain more than five or six, or even less, for fear of storms at the phases. The hurricanes at Bourbon are thought to be more violent than at Mauritius; notwithstanding the French ships touch at the island in the stormy season, to load coffee, and take in provision.

ORIENTAL SEAS.

The following detached hints are contained in a book of nautical memoranda, placed by an officer of distinction, in the Hydrographer's hands for public benefit: and they appear to have formed part of cruizing instructions issued by the commanding officer on the Eastern station, in the years 1807-8. Although not specifically appertaining to this department of the Chronicle, nor strictly applicable to existing circumstances in that quarter, yet their general utility in a practical sense, is too evident to allow of their being past over.

" SIR,

You cannot well expect to be upon your station before the middle of February; which may be said to be the middle of the N.W. monsoon. You will observe that all the trade to Borneo, Sumatra, or Malay Peninsula, which may be annually about 100 vessels of different sizes, loaded outwards with rice, salt, oil, tobacco, sugar, and arrack, (the produce of Java) will in August and September make their sales, and return in December and January; so that most of this trade will be in port, unloaded and dismantled before you get on your station. The vessels which supply the islands eastward of Borneo, are not so numerous as the other fleet: they sail during the N. W. monsoon, and return during the S. E.; but their routes and times of return are so various, that no particular arrangement can be made for intercepting them. But if you get on the coast of Java, that is E. of Batavia, in March, with the commencement of the S. E. winds, there is a chance of then intercepting the produce of the plantations on its way to the latter place: for which the Sea-flower is well fitted. Captures may be sent off with the southerly winds, through the strait of Banca to Malacca with ease, and in general with safety. The foreign trade of Java at present, is confined to Japan, Hindostan, and Europe, and that principally on neutral vessels: though ships belonging to the powers at war occasionally call for cargoes or supplies. The Japan ships for some years past have eluded our cruizers; nay, we have not even ascertained their route: hence it is suspected that they keep along the south side of the southern isle, come through the strait of Bally, and thus creep into Batavia. Americans have been employed in this trade. The trade to India is principally under Danish colours, with now and then an American; and these flags cover most of the trade to Europe. The S. E. winds commence with April, when it is difficult and tedious to work up the coast of Java from the west; and as being too far to windward, leaves the coasting trade a free passage to Batavia; your

best station at that time, may be in sight of Batavia road, which commands equally the eastern and western trade, with the Sea-flower lying in a bay W. of Cheribon, or apparently working to windward. This disposition takes for granted, that the trade from Europe is all under neutral flags which may be overhauled in Batavia road after anchoring. If you have a small sloop of war disguised like one of our eastern traders, and you cruize with your lower ports down, under neutral flags, appearing from the windward quarter occasionally, no alarm need be given. But as the coasting trade of Java sails close in shore, and carries no top-gallant sails, the sloop of war must apparently be employed in working to windward close-in, so that nothing can pass: by close-in, is meant 3 or 4 fathoms water, and even less, where mud.

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"After leaving the bank off Romania, steer so as to make Poulo Condor, bearing N. W.; from thence steer so as to pass S. W. of Poulo Sopata, distant 3 or 4 leagues. After leaving Sopata, steer for . . . . . shoal, after striking soundings on which, steer for the Grand Ladrone, which make, bearing eastward of N. Should it be late before you leave China, which in all probability will not be before some other ship of war arrives, that is, from the 15th to the 25th of July, endeavour to acquire the best information regarding the Acapulco ship. This, I believe, after leaving Manilla, steers southward, so as to pass through the strait of S . . . You may, however, lie off Manilla a few days, and look into the ports on the western side of the Philippine isles: from whence, steer for the north end of Celebes, where the Dutch have two settlements, whence they export rice, gold, bullocks, *gumatty*, &c. to Ternate; at which place also, see what can be done; though the vessels lie much under the guns, their artillerists are not very expert: thence run down for Ceram; look into Amboyna; thence to Boroo; through the strait Salir; look at Bonthian, Macassar, &c. and so on to port Lout; which having seen, steer for the east-end of Java, and run down the coast to Batavia: should you in this cruize capture any good vessel before you reach port Lout, keep her with you, and from thence, send her to Malacca. Such of your prizes on the coast of Java as cannot go to Madras, send down through the strait of Banca to Malacca. Such as are worth it, send to Madras or Columbo, as may suit: before you return, look into Palambang; perhaps some Batavian vessels may be there. As rice is dear on the coast, and many of your Java captures may be loaded therewith, should you meet any good vessel with other cargo, exchange, and send the rice.

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"If you make Tanjong-Goere, or Diamond point, on Sumatra, bearing W.b.S. you may round in, if so inclined, within half a mile, in 34 fathoms. But as soon as the point, which is low land covered with wood, bears S. you begin to shoalen pretty quick on the Curtoy bank, which do not approach nearer than 16 fathoms: keeping along in this depth will carry you down to Toulo-Samawoy; where anchor, and you may get bullocks, goats, horses, poultry, paddy, rice, and some few fruits: here you can remain five or six days in comfort with sea breezes and cool nights. I will send you a letter for the chief and the old *Shabander*. After leaving the bay of Toulo-Samawoy, you run along a steep rugged coast until you open the bay of Murdoo; in the eastern corner of which lies Sambalangan, where you can get the finest water in India. In this run keep within two miles of the shore, or you may fail to observe Murdoo bay; over which the mountains approach near to the coast, but keep always near enough to see the beach. Here you can get coffee, poultry, fruits, and some bullocks; from hence to Pedir there is little

worth calling for, unless occasionally, stock, if wanted: from thence to Achin, the coast is rocky and rugged until you open Achin bay: you may work in on either side of Poulo Malora. At Achin you can get almost every thing.

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"The following circumstances must be particularly attended to by ships going down the Strait of Malacca and into the Javan Seas. On leaving Malacca care should be taken to circulate a report that you are going quite contrary to the route you intend; for, from particular advantages attending the navigation of small craft, such information will precede you underhand through all the Strait, and to the eastward. In falling in with prows care should be observed in searching them; as very often great property is concealed in places, where no European would suspect; and it has been discovered that the Dutch have carried on correspondence in the hollow of large bamboos, thrown carelessly into small prows; and after the return of Captain Ball's squadron from Batavia to Penang, I have known large quantities of valuable cloths taken out of packages of Javan tobacco. On no account let any of your smaller boats board any prow that is out of gun-shot from the ship: but be particular in sending your largest boats well manned and armed, and in directing them never to approach such prow or vessel end-on, as they are often defended by two heavy guns placed either forward or aft: the most contemptible looking craft fallen in with in these seas must be searched in the most minute manner both for property and papers. After you get off Carimatta great caution should be used in proceeding eastward; as the currents are so uncertain and variable, and the dangers so numerous, that no dependence is to be placed on any thing but constant good look-out, night and day. In the Strait of Allas, on the Lombok side at the village of Laboagee, (its Malay name) stock, bullocks, and goats may be gotten in great abundance; and in the island of Timor, at the port of Delly, buffalos and hogs: at Diely, in particular, permit no water to be taken on board, nor your boat's crews to use any thereof while on duty ashore. If you should go through the Strait of Macassar, at Pasir on the Borneo side, and to the northward of that at Goatty, a little stock may be procured; and at the N. E. end of Celebes, at Manadoo bay; at Gonong-Tulloo supplies of buffalos and hogs: the Dutch are understood to keep a serjeant and a few people there. In making any captures of large sized vessels in the eastern seas, about Amboyna, it would be best to despatch them through the eastern straits to Madras, provided you can spare them supplies sufficient for their run; if not it is better they should stop at Bencoolen, and receive some, than come through the Javan seas and the strait to Penang; which would be a great risk unless those you put in charge are well acquainted indeed. In going up the Strait of Macassar, and to the northward and eastward withal, is the island of Sanguive, or Sanguey; at which stock is to be gotten, but in no great quantity.

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"On the S. E. part of Poulo Nias or Nays, is an excellent bay with good anchorage, where water and refreshments can be procured at a very easy rate. Buffalos, bullocks, poultry, goats, &c. are in great abundance; the natives civil and of a very different character from the generality of Malays. However it is necessary to remark that there are many shoals and sunken rocks which ships must guard against between this and the adjacent islands and Sumatra. The charts are not correct; but there are manuscript instructions which will point out the dangers."

NEW CHART.

The Hydrographer has to congratulate the nautical world on the prospect held out in the last volume of the NAVAL CHRONICLE,* having been realised by the recent publication of a chart of the peninsula and islands beyond the Ganges, extending from Point Palmiras to the islands Haïnan and Borneo, comprehending the equatorial region from latitude 23° north, to 13° south. For which accession to geographical knowledge we are indebted to the science and industry of the present Hydrographer to the East India Company.

It would exceed the limits of this article to enter into a comparative detail of all the materials upon which this chart appears to be constructed; we shall, therefore, only attempt such a general sketch as may enable the reader to form an early judgment of the place it is entitled to fill in the nautical library.

The principal islands, headlands, and dangers, are projected conformably to their positions, as stated in the book of directions for navigating to and from the East Indies, by the same author; to which, in fact, it is intended as an accompaniment. Some few places are to be excepted from this general observation, being laid down a little differently, on the authority, we presume, of materials which may have found their way to his hands officially, since the publication of his directory. The first thing that will strike the navigator's eye is a space occupied by soundings, never before equalled in any chart that we have seen: to say the truth, they are given so luxuriantly as to border upon super-abundance: but, after all, it is best not to be deficient in so necessary an article; which is the case with too many of our modern charts: and all that can be said is, that the author seems to have acted upon the true principle of giving as much information as could possibly be comprised in a scale of an inch to a degree. The chart is certainly rendered more useful thereby; and though it may not appear distinct in all parts to those whose sight is not more perfect than our own, yet with the help of a small lens, or reading glass of a sextant, this objection will be removed, and not only the soundings, but the straits, or other confined parts, will shew themselves equally clear and distinct, as if they had been delineated upon a considerably larger scale. We therefore take leave of this department of the chart before us, by remarking, that it really presents almost as complete a survey of the bottom as it is of the surface of the Oriental Sea. We must, however, just remark, that the engraving is not without faults, but they are altogether such as are evidently not attributable to the author, and easy of that correction which we doubt not they will receive. The writing is in some parts so obscured, by too deep a shade to the coast, where hilly, as to be hardly legible. On the other hand, it is to be observed generally, that dark is preferable to faint engraving, and more particularly in a case which we expect will prove to be that of the work under consideration, namely, multiplied im-

* N. C. XXVIII. 447.

pressions; submarine dangers and other objects of importance, when only slightly indicated, run a risk of being almost obliterated by the successive wear of the plate. The coasts of Pegu, Tanasserim, and adjacent isles, are very different from what they have been laid down hitherto: Borneo and its dependencies particularly differ from preceding charts: the shoals in the Carimatta passage seen by the Cirencester, Grieg's shoal, and the small island between St. Esprit and the Tambelans, called by Mr. Horsburgh Green isle, were not formerly known: as was the case with Pulo-Rodang, near Lingin, with Poulo Sliar, and with the other contiguous islands. All these parts, indeed, with many others, which cannot now be stated, are projected very different from what we have been accustomed to see them. The Malay isthmus is represented so very narrow about Mergui, and is still farther lessened so much by the near approach of the river Tanasserim, and an inlet at Cin on the eastern coast, that unless there is some very elevated land in the interior, from whence the fall of waters takes place on either side, its appearance would warrant a doubt as to the continuity of the main land, and lead to the conjecture, that Malacca in reality forms an island instead of a peninsula. This observation leads to the mention of an omission at the Andaman isles. Opposite to the name "Andaman strait," the engraver has omitted to leave a small opening which separates the Grand Andaman at this place, and is navigable by small craft only. Pedro Branco, which in Portuguese means "white *Peter*," stands in this chart as in most others, we believe erroneously, for Pedra branca, the general and appropriate denomination of more than one "white *rock*" in the eastern seas. Most probably the author has contented himself with adopting, in writing, these names as sounded by the present oriental descendents of the original nomenclators, without employing himself in philological research as to their purity or corruption. Indeed, we understand, the European dialects in use throughout India to have gone through nearly the same stages of degeneracy that have produced the "lingua franca" along the shores of the Mediterranean. The scripture name of Ophir occurs in two places; there is a "Mount Ophir" near Malacca, and another between Tapanooli and Bencoolen on the western coast of Sumatra. The antiquary becomes tempted to inquire whether either of these appellations can be traced to their historic source? Or are they both arbitrary names imposed by Europeans as commemorative of meer probabilities? The oriental traveller would render a service to literature by solving these doubts. Mr. Horsburgh has decidedly excluded from his chart, two dangers recorded in the preceding volumes of this CHRONICLE upon the authority of nautical communications to the periodical press in India. The one a rock or reef, called the "Bale-of-cotton," or Le Meme's, placed at a certain distance westward from the island of Sumatra, (described in Vol. XXII. 99).* The other, a shoal called Schiedam, said to lie in the

* Information of the "Bale-of-cotton" rock, taken from the journal of Captain François La Meme, commanding the French privateer L'Uni:—

In longitude 5° 20′ E. from Paris, there is a small island, about 20 or 35 feet above the surface of the water, between 50 and 60 feet long, and about 20 in

bay of Bengal, between point Palmiras and the "Black Pagoda."* As we shall have future occasion to revert specifically to one of these dangers, we shall not now enter into a discussion of their existence: but we may be permitted to recall to the recollection of our readers, an allusion that we have more than once made to the extreme reluctance with which the author of the "Sailing Directions" ever admits the reality of any of those doubtful dangers marked on the old charts, in various parts of the ocean. We respect Mr. Horsburgh's opinion, that timidity is as much a fault as temerity in navigators: but we are not shaken from our own persuasion, that the "Abrolhos" of the Portuguese, and the "mira por vos" of the Spanish geographers, involve a very sound principle of navigation, namely, caution. With respect to the particular points in question, we suppose the scientific hydrographer we allude to, may answer as to the first named, that Le Meme was a person of no authority; and as to the last, that if the Schiedam bank be properly placed, it would be seen by ships every week, and almost daily in the fair season; but this does not militate against the fatal truth, that oceanic dangers leave but little room for repentance and demonstration, in as much as the doubt becomes solved only to the victim of incredulity. We cannot account to ourselves satisfactorily for so many sea-worthy ships as have disappeared since, and including, the Aurora, (in which perished *our* last minstrel †), and the Cato (mounted by Admiral Parker).‡ These, and similar disasters, weigh strongly on our minds against treating uncertain dangers as imaginary; nevertheless, we are far from being so wedded to our individual sentiments on the subject, as not to be accessible to fair argument on the opposite side; in proof of which we now transcribe some observations by a correspondent, which certainly carry great weight with them.

"In little more than twelve months, in the open ocean, between the islands Mauritius and Java, H. M. ships Blenheim, Java, and seven Indiamen, foundered with all on board, notwithstanding, four of those Indiamen were as fine ships as any in the Company's employ, and their commanders I knew to be very skilful navigators, and experienced seamen. Near to, and within the tropics, partial hurricanes and sudden gusts of wind frequently happen, confined to very small spaces of those seas, liable to tear the masts from ships, or to over-set them if not well prepared. There are also, at times, large pieces of wreck, which a ship striking against with great force, might be liable to start a butt end, or otherwise

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breadth: it is situated on a sand-bank, which extends about 300 feet in a N.E. and S.W. direction. The soundings at a boat's length from it are 20 fathoms water: at a mile distance no bottom with 100 fathoms of line. *(Byng's nautical memoranda, MSS.)*

* N. C. XXVI. 55.

† Falconer, the author of "The Shipwreck," of the "Marine Dictionary," and of "Cease rude Boreas!"

‡ N. C. Vol. VII. p. 479.

endanger her. I have several times passed near to pieces of wreck of this nature, which probably would have proved fatal, had we stricken against them in a dark night. Many pieces of wreck or drifts, have also given rise to imaginary dangers, this I have several times experienced, and I shall mention one instance which happened to myself when among the Molucca islands, returning from China by the eastern passage. We there fell in with a ship, the commander of which, I knew to be a steady intelligent man, who informed us, that, on the preceding day, he had passed under the lee of several small islands covered with trees, and having white sandy beaches. I assured him he was deceived, for with an adverse wind we had at that time, and also on a former voyage, traversed all over the places he mentioned, and if there had been a single rock a few feet above water, it could not have escaped our notice. He said, he could not be mistaken, as he had passed within two miles of these islands at mid-day, and would immediately swear to their existence, if necessary. Nevertheless, he was deceived, and I knew that he had mistaken large drifts for islands, as the drifts are often of considerable extent, and formed of trees of the Mangrove kind, interwoven with underwood, and much soil torn away from the low banks of rivers, by the torrents brought down by the heavy rains. By the tenacity of the soil adhering to these drifts, the trees and shrubs which form them, receive nourishment, and continue their verdure for a considerable time, whilst the exterior sides being exposed to the washing of the sea, and the rays of the sun, speedily get a white aspect from the water's edge to a small distance upward, giving that part the appearance of a sandy beach. Another commander, who is a friend of mine, saw one of these large drifts in the evening about sun-set, and having mistaken it for an enemy's ship, he altered the course after dark to avoid it, by which his ship grounded on a shoal, and was nearly lost; having suffered great damage when aground, she was obliged to undergo a repair in a precarious situation before she could proceed farther on her voyage."

But to return to the main object of our present lucubrations. The places comprehended in Mr. Horsburgh's chart, which, from a want of authentic documents, ought probably to be considered as not perfectly delineated, are the following:—Domel, and the other islands near it, which front the coast of Tanassarim: some of the large islands fronting the western coast of Sumatra: the islands between Bintang and Dryon, and those between the latter and Lingin: the southern and eastern coast of Billiton, and the circumjacent dangers: the coasts and islands of the gulfs of Siam and Tung-quin.

Finally, there remains for us only to wish, as we sincerely do, that the respectable author of this work may enjoy life and health to prosecute his useful labours, and a measure of encouragement proportionate to his acknowledged merits.

I. S. S.

NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

(Continued from page 235.)

BULLETIN THE SIXTH.

SATURDAY, Sept. 19th, 1807.—At 8 o'clock the next morning, we were placed in a cart, and escorted to Boulogne, where we arrived about 2 in the afternoon; were given in charge to the gaoler, who sent one of his expert turnkeys to shew us our lodgings, which were certainly extensive enough; two small sheafs of straw, and a bucket of water were shortly after sent us, to supply the places of beds, and refreshments, after about twelve leagues journey—as well as to strengthen us for a most fatiguing march back into the interior.

This day's excursion afforded us a view of that Formidable Flotilla, which had so frequently threatened to hurl destruction upon our little island, as well as a view of the White Cliffs of Dover. A frigate and lugger were also cruising off the French coast—how pleasing even was this sight, after an absence of nearly four years. Notwithstanding our unhappy situation;—the agitation which alternately seized me, the distracted state of my mind, the thoughts that revolved within me, are not to be described by any mortal. However, I had one consolation, in contemplating the folly of the French nation, in supposing, that had they a thousand times as many flat-bottom boats as I then saw, they could make any impression on that happy country which had kept them at bay for ages, and continues daily to strike terror into them.

The keenness of our appetites soon suggested to us the necessity of becoming acquainted with our good host; we therefore began to supplicate, through the iron grates, some relief: after repeated solicitations, during which we never omitted mentioning, that we would pay any thing he demanded—this good man thought proper, at last, to pay us a visit: he promised to afford us relief, and we soon got supplied tolerably well, and had two mattresses brought us, still keeping our promise to pay what was demanded. It appeared this man was a great acquisition: he had been originally a convict sentenced to perpetual imprisonment in chains, so he resided in a gaol and wore small silver chains round his wrists and ancles; and thus literally conformed to the sentence, while he was placed in a situation under government.

This gaol, similar to all the others that I have seen in Fance, was full of deserters from the army, who were very cruelly used. On Monday, Sept. 21, we were conducted to the captain of gens d'armes to undergo another examination: he behaved very like a gentleman; we were interrogated separately.—He said, that our attempt to regain our liberty was very laudable; he felt for our misfortunes, and assured me he would

return me my letters if he possibly could: but added, that I could get them from General Wirrion at Verdun, to whom he was then forwarding them. Our march back was to commence the next morning; he exhorted us to have fortitude and patience, and dwelt very much on the cruelty of not having an exchange of prisoners. We returned him many thanks for his goodness, and were escorted back to our apartment, when we made every necessary arrangement for the next day.

Tuesday, Sept. 22. We were called betimes by the guard, and in a few minutes were once more *en route;* the day was excessively wet, and the roads heavy, which prevented them from chaining us; more particularly as we had very long march to Montreuil, about 12 or 13 leagues distant. About five in the afternoon, we were placed in the common gaol, which we found a tolerably good one; but the gaoler and his wife extorted from us in a shameful manner. They told us, that a Mr. Kemp, an Englishman, resided at the mayor's, and was considered a prisoner on parole. We sent him a note, which he answered, declaring, he would willingly come and see us; but he was afraid of compromising himself. I leave the reader to imagine what opinion this reply gave us of our countryman. Here we remained several days, waiting what they styled correspondence.* As they received orders to transport us from brigade to brigade, that we might experience the comforts of every dungeon between Estaples and Verdun, and also form acquaintances in them, we did not despair, even then, of being able to escape on our return, as we frequently contrived to slip our hands out of the hand-cuffs, &c. without being noticed; but never found a cover, or a convenient place to run for, when these occasions offered.

Our route was through Hesdin, St. Paul, to Arras, where we saw several of our countrymen, who were not so extremely cautious as Mr. Kemp; although we were conducted through the main street, loaded with chains. The gaoler here behaved with kindness and civility to us, and (with the exception of one), was the most humane man in that situation I ever knew. The commandant was also extremely civil, and allowed us, at our own request, a chaise, with an escort, to Cambray. Having passed through Bapaume, we called at the baker's, where Mr. Essel supposed he had lost his money. He and his children were severally examined; but we could not discover the smallest trace that might lead us to suppose he had it. And I must confess I believed the baker to be innocent. At Cambray we dismissed, or rather, the Arras escort quitted us; and we were conducted to Chateau Cambressin, where we were put into a most horrible dungeon, under ground; nor could any thing in our power have the smallest effect on the flint-hearted keeper of it. We fortunately remained but 24 hours at this place; thence we were conducted to Landrey, which I have already mentioned; being now in the same road that we were formerly

* The gend'armes in France are formed into brigades throughout the different departments; and they term the days for transporting prisoners from one brigade to the other correspondence, days, which happens seldom, when they have but few prisoners.

marched through: however, my situation then was very different, I was not encumbered with fetters, handcuffs, &c. We stopped here to breakfast, our landlady shed tears at seeing us fettered in so cruel a manner; nor would our guards unshackle even one hand during the time; the people of the house were obliged literally to feed us.

(September, 1807.) At about 5 o'clock we arrived at Avernes gaol, and were placed amongst criminals of every denomination, by order (they observed) of General Werriou, who, it appears, had sent express to all those places, to desire that we should be treated as severely as possible. The report here was, that we were going to be shot as spies, who had been inspecting their naval armaments along the coast. One of our companions in this horrible prison, was a wretch condemned to perpetual irons, for having murdered his father and mother; he had cut them in quarters, and buried them in a pit—it appeared that he was insane. I shuddered, and felt the most unpleasant sensation imaginable at the sight of this monster. we all felt inexpressible joy at quitting this vile place, which was at daybreak the next day.

About 5 o'clock, we halted at Hirson. We had passed through this village formerly with the frigate's crew, and were then billeted on the inhabitants, as they had no gaol. I was in great hopes we should avoid the horrors of a dungeon for one night at least; but found myself mistaken. They placed us in a small cachot,* calculated to contain about our number (four), and gave us a little straw to lie on.

A brigadier of gend'armerie, with two gensd'armes, constituted the police of this village. The former spoke to us through a hole in the dungeon door, and informed us, that the gaoler's wife would procure us some refreshments, by giving her money in advance, which we readily agreed to, returning him many thanks, at the same time, for his goodness and condescension.

We were soon informed that there was a kind of repast prepared for us, and that we should have permission to go into the gaoler's house, during the few minutes necessary to refresh ourselves. This intelligence threw us into great confusion, as we had been unaccustomed to such an indulgence; and in consequence had neglected to deposit in some secret hole a number of small articles, such as files, gimlets, &c. which we fortunately had hitherto kept concealed. The moment they were about to open our door, one preferred keeping what he had upon his person, another slipped his in among the straw; and in this perplexed state the door was opened, and we were ordered out. I protest I thought the things left in the straw were best secured, as the place was excessively dark. We were now seated at table to some soup, &c. in great consternation, surrounded by the gensd'armes and gaoler. In a few minutes, the latter procured a candle and lanthorn, and informed the brigadier he was ready to attend him. He accordingly rose, and they proceeded to the miserable abode we had just quitted. An opinion of our feelings at that moment can only be formed by those unfor-

* A dungeon.

tunate people who have experienced similar sufferings and vicissitudes: I can only say, that our relish for the soup was not very great; we were well assured that every thing left in the straw would inevitably be discovered, which most certainly would lead to a general search of our persons. I felt particularly concerned on account of a certain article, which I kept upon me contrary to the general wish. The brigadier's generosity was now sufficiently accounted for. He, and his companion, returned; and, as we expected, they had every single thing, together with the stock of a double-barrelled pistol: he had made a very diligent search for the barrels, but without effect; we assured him we threw them away prior to our quitting Verdun; and that we took the stock and lock to use occasionally instead of a tinder box, which we had no possibility of providing. They began to search us separately; a few things were found upon my comrades; but, fortunately for me, they did not find another substitute for striking a light, which I had, and which was more complete than the other. The brigadier could be hardly convinced that my walking stick had not a small sword in it: he kept twirling and screwing it about, and was not satisfied after all but that it was a sword cane: he kept it for the night, and we were reconducted into our den. After the door was secured, and the gaoler had departed, we began to discuss what had recently passed. Each of my friends congratulated me upon my success with respect to the tinder box, and after some minutes we endeavoured to take a little repose.

Awaking about midnight, I deliberated upon the consequence of having so complete a tinder-box, with the necessary materials, in my possession; and having found a convenient place, I deposited a part of them, reserving the stock, &c. At daylight we were again *en route*, chained and handcuffed. The day was very rainy, and the roads prodigiously heavy, the march long and fatiguing. I cannot omit observing, that one of the party, having occasion to be unchained from his comrades, he could not obtain permission, before one of the guard had pinioned him with a strong cord, which the gend'armes carry for that purpose, and which the guard held during the time.

About 6 we arrived at Maubertfontaine, in a most miserable plight, covered with mud and dirt. We found a new dungeon in this village also, where we were very soon deposited. A boy, about 16 years old, had been confined there six or seven days, he belonged to Lisle, not many leagues distant; his crime was, having no passport. He had nothing but black bread and water during his confinement, and informed us, that we had been expected to arrive two or three days before, that they were going to search us very strictly, &c. I continued, with this boy's assistance, to place my tinder-box in safety, just at the moment when a guard was entering to search us. We had nothing about us now but our money, which had hitherto been respected and left us: but these rapacious animals very quickly deprived us of it, promising to pay our expenses to Verdun, and deposit the remainder with General Werrion, at that *dépôt*; the reader may suppose how far this promise was adhered to: however, we got a kind of supper; some straw, blankets, and substitute for beds, in consequence of it, and they paid themselves. The poor boy felt himself perfectly happy

at having something good (as he termed it) to eat. We gave him a share of every thing that was brought us, and the guards were astonished at our generosity.

I observed one fellow amongst them, who began to exclaim against the English nation and its subjects, with great vehemence. He wished it at the bottom of the sea; if he had his will, he would behead every British prisoner in France; he would never desire better employment than to stand executioner; with many more liberal remarks, too tedious to mention.

The excessive passion he appeared to be in during these exclamations, induced me to inquire from one of the set, the cause of so much inveteracy; when I was informed, that he had been only two days liberated from Mezieres gaol, where he had been confined two months, by the sentence of a court martial, for allowing two English prisoners to escape; Government supposing they had bribed him.

(October, 1807.) The guards visited us in our dungeon every hour during the night: yet, notwithstanding, I found an opportunity of making away with the remainder of the tinder box. At day-break, we were chained to a cart and hand-cuffed; the roads, from the late fall of rain, being too heavy to march on foot. In the evening we arrived at Mezieres gaol, and were put into the yard, after being strictly searched. Nor could we procure even a dungeon, until we had agreed to a most exorbitant price, which the gaoler charged for some refreshments, &c. he procured for us. He very laconically observed, "I know the gensd'armes have plenty of money, which they took from you. You may as well let me have part, as let them have all; you will not stand in need of any in a few days: thus intimating, that we would be shot as spies, which was the general opinion every where.

Our treatment was pretty nearly the same throughout unto Verdun, where we arrived at the latter end of October. I was separated from my companions, being considered as the chef du comptot; and was thrown into a miserable dungeon, wherein there was another supposed to have been a spy, and who expected to be brought to trial in a few days.

Being now separated from my brothers in adversity, it affected me much more than any punishment they could inflict. I was certain, that if only one of the party should suffer death, I should be the person; as the oldest is generally chosen ringleader, agreeably to the French laws; and from the number of times it was hinted to me on the road, I expected it, and was perfectly resigned; being conscious of not having committed any crime that merited such a punishment.

I passed a very unpleasant night. My fellow prisoner was very inquisitive, and anxious to know what I had been guilty of. I gratified him in some measure, but was not in a communicative mood.

At day break, a guard came to conduct me to the place of examination. Here I found Lieutenant Demangeoit, of the gend'armerie, a scrivener, and Mr. Galliers, interpreter. My examination continued two or three hours; every question and answer was noted down. I was minutely cross-examined with respect to the pistol-stock found with us; interrogated

particularly about where I had been on the day Buonaparte passed through Verdun; what company I was in; who I breakfasted with; in short, questions that entirely puzzled me to know their motives for asking them; however, they implied, I conceive, a good opinion of my address; and a wish, if possible, to implicate me. I was shewn my letters; but was informed, they would be transmitted to Paris, for the minister of war's inspection. Upon remonstrating at the cruelty of being parted from my comrades, I was conducted to their prison, they had previously been moved to the place of examination. We were not allowed to see each other, until each had been examined: however, our questions and answers were nearly the same. We amused ourselves all the ensuing night, in talking over the particulars of our different questions, answers, &c. The gaoler supplied us with what nourishment we were allowed, having the remainder of our cash in his possession. We had neither fire nor candle-light. Some days had elapsed, when we were again conducted separately to be examined, myself first. The lieutenant informed me, "they were questions from Paris." They were certain we could not have gone so direct a course for Estaples, without guides, having no compass nor chart. I replied, that mariners always steered sufficiently correct by the stars; when we could see them, we were never at a loss. They wished to be informed, if I knew any thing of the coast of France? If I had ever been stationed off there? I made answer, that every British naval officer was better acquainted with that coast, than with his own; we could hardly go up or down channel without acquiring a knowledge of the French coast: in short, I left no doubt on their minds with respect to our local knowledge of it. The questions were the same to all the others, and we were then again reconducted to prison.

In a week, we were ordered to prepare ourselves for a march to the fortress of Bitche, in Lorrain, a place well known to a number of our countrymen; a place in which many a valuable British subject has terminated his existence, in all the agony that illness and despondency can create.

Here in some wretched cell we were to remain during the war; nay, they even asserted, that it was Buonaparte's own decree. Lieutenant Pridham, 1st. of the late frigate Hussar, a worthy and humane officer, by some means obtained permission to visit us; he corroborated the information, and gave us General Werrion for his author. He expressed great sorrow for our hard fortunes, and justly observed, that death was preferable to such a sentence. We were resolved to make another effort at all risks, and if possible, regain our liberty; cash was wanting. I, however, procured a small supply through the interposition of a worthy friend, notwithstanding the strict guard that was kept over us.

The morning of our departure arrived; we joined eight other culprits at twilight, and were placed in a large waggon, under a very strong escort of gend'armerie, with a brigadier to command it. We were confined the first night in a most miserable dungeon, in a village called Malètour. It was so very small, and there were so many of us, we could scarcely breathe. Our allowance of straw, a pound and a half each, was given us to lie on,

and the following night we were lodged in Mitz gaol. * We remained here several days: at last an order came for half of us to march towards our destination, two others being with us; four were accordingly ordered to prepare; we were now in hopes of having another chance of getting out of these scoundrels clutches, but were much mistaken, our guard watched us so closely. We were so well secured with handcuffs, and with chains, that it was impossible to attempt it, and we were safely lodged in Sarre Louis gaol. † This is a depot for seamen, and one of punishment for officers who may transgress, but is many degrees superior to where we were ordered to. Several of our countrymen obtained permission to see us; from one, I received a small map of Germany, torn out of an old geography, which I carefully stitched in the lining of my waistcoat. We were now joined by those left in Mitz prison, and were soon again on the march towards our destined habitation: the same precautions were taken for securing us, and but little or no hopes were now left of our escaping. We arrived at Sarreguerriere, only six or seven leagues from Bitche, and were secured as usual in the gaol: the next day we were expected to arrive at our horrible abode, at about four in the afternoon. In the morning our guards came with a large waggon, in which we were placed, and to my great astonishment and delight were not chained: I considered this an opportunity that ought to be embraced, particularly as there could be no hopes of any other chance; indeed it appeared an interposition of Divine Providence in our favour. I communicated my intentions to my companions; and after we had got out of the town we descended from the waggon, observing to the guards, that we preferred walking a little. Mr. Essel remained in the waggon. Messrs. Ashworth, Tuthill, and Baker, (of the merchant service) with myself, were walking a head of the waggon. We had not gone more than two or three miles, when I discovered a wood about 150 yards from the road; our guards were about 50 yards behind us, they were on horseback, and although there were no leaves on the trees, we were certain they could not pursue us, but with a great deal of difficulty, owing to the branches; and if they dismounted, we were well assured we could out-run them. ‡ The moment arrived! I gave my friends the word, and away we ran, the guard in full speed at our heels. The ground being very heavy, a kind of fallow between the road and the wood, Mr. Baker fell down, and was instantly seized. We were more fortunate; crossed each other frequently in the wood, quite out of breath; I observed to them, that they must be very cautious in keeping out of pistol shot of the guards, who were now riding in all directions through the trees, calling out *arretez coquins!* § They

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* Mitz, an ancient large town, situated on the confluence of the rivers Moselle and Seille. It is remarkable for the goodness of its sweet-meats.

† Sarre Louis, "since Buonaparte's reign, called Sarrelibre," is a small strong town in Lorraine, fortified after the manner of Vauban, situated on the river Sarre, 32 miles N. E. of Mitz.

‡ These fellows in general have very heavy large boots, and are otherwise badly calculated for running.

§ Stop villains.

quitted me, and I fortunately at this instant got a tree between me and them, and sat down; I observed the guards pursuing my companions; the moment I lost sight of them, I drew to the borders of the wood (the opposite side to the direction which they had taken) perceived an extensive plain, and a wood, about a mile distant; without any more deliberation, I entered the plain, and was in a very few minutes in the next wood, without seeing or being seen by any body. Having thus far providentially succeeded, I begun to consider what step I had better next take, and after a few minutes rest, being quite exhausted, I determined upon quitting this wood also; but at the opposite extremity from that where I supposed my pursuers were: being of opinion that they would visit that part, after they had diligently searched the other, which was now surrounded by the peasantry, men, women, and children: it being Sunday, and 50 livres, 2*l.* 1*s.* 8*d.* sterling reward, being offered for each prisoner of war, brought a prodigious concourse of people, and left me but very little hope of remaining in safety in any place, where they could suspect a man could be concealed. On quitting this place, I conjectured I was about three or four miles from whence I at first escaped. Immense plains, stubble ground, &c. presented themselves to my view, with the river Sarre close to the southward of me, but extremely rapid, and no part fordable.

I observed several people at a distance, running towards the first wood. My case appeared desperate; and, to avoid suspicion, I thought, the best method would be to walk deliberately across those plains, taking a different direction from every other person in them, without appearing to avoid any. I put a night-cap on, which I had carried in my pocket, instead of the cap I usually wore—this being a common dress with the peasantry of that country. I passed several at very short distances, stopping frequently, and walking very carelessly. At length, I found myself in a small vale; through which ran two small rivulets, which formed a little kind of island, that was covered with a hawthorn-bush, briars, &c. sufficiently large to conceal one man. This I conceived admirably well calculated for a hiding place; as it was so excessively small and wet, I was of opinion nobody would even think of searching it. I entered it, and was so completely covered, as to be scarcely able to discern the part at which I had first entered. I found it, in one sense, very uncomfortable, with respect to the mud, wet, and dirt, that I was obliged to wallow in; but otherwise, it was a perfect paradise to me, and all I regretted was, not having my poor comrades with me; although I comforted myself, by being assured that they must all have escaped, even those who did not run in the beginning, as they were left with only the waggoner, the guards having pursued us.

(November 1807). In this situation I lay, anxiously wishing for night to arrive, and dispel part of my apprehensions. I was obliged frequently to shift from one side to the other, the moisture becoming very disagreeable; by this time I was wet through in every part, and extremely chilly, having been in a great perspiration when I entered. I could distinctly hear the alarm bells ringing in the adjacent villages, and the whistling, howling, and shouting of the peasantry, in the direction I had just quitted; and frequently I heard voices close to me.

But now the much desired moment was approaching fast; the sun was setting, and, to my great mortification, with every appearance of bad weather. It already began to rain very hard, which obscured the moon, that was, about this time, eight or nine days old. Reflecting on my present state, I found it truly pitiable—with only the small old map, already mentioned, to direct my paths; without compass or guide; meat, drink, or companion, in the dreary month of November. The nearest friendly town to me was Salsburgh (in Austria), between 7 and 800 miles distant. Nevertheless, having escaped from the clutches of tyrants, and being my own master, more than compensated for a thousand times more hardships. I cut a stick out of the very bush I had lain all day concealed in, and picked a number of haws off it, which I put in my pocket, and swallowed, stones and all, occasionally. About half-past seven I ventured out; shook and cleaned myself as well as I could; recommended myself to our Merciful Creator; and proceeded, with great precaution, towards the wood, in which I had separated from my companions, supposing that they would return there also, to meet me. It rained very hard, and every thing was profoundly silent. I traversed the wood, about three or four miles in different directions, but to no purpose; now and then I whistled, which was a former signal established amongst us; but all without success. I, therefore, remained alone; cold, fatigued, and drenched with wet.

The moon being entirely hid in consequence of the inclemency of the weather, prevented my knowing to a certainty what course to take. The risk was too great to venture on the high road: I knew this from sad experience; and yet I was so nearly perished with cold and wet, that it was impossible to remain still; I, therefore, kept running and walking onwards during the night; frequently impeded by the course of the Sarre, which confused me greatly. At length, being very much fatigued, from the commons, deserts, &c. that I had gone through, and finding a convenient wood, though destitute of leaves; I got into it, and concealed myself in a tolerably good part, a little before day-light. I never recollect feeling or suffering so much from cold; it rained incessantly all that day. I swallowed a few of my haws, and endeavoured to comfort myself, by imagining that the ensuing night might be fine, and that I might possibly fall in with my comrades; which would, indeed, have been the greatest consolation. I also felicitated myself on not being much more than 15 leagues from the Rhine; that being the distance when I quitted my companions: admitting that I had been going the opposite direction all night, I could not have increased the distance much.

(November 1807). I was very much annoyed all this day by moles, rats, and other small animals, somewhat like squirrels; the rats approached often so near, as to lick my shoes. At the close of the evening, a swineherd was conducting his hogs by my hiding place; I saw him very distinctly. One of them took flight exactly towards me; he sent his dog in pursuit of it, which providentially turned the hog; otherwise it would have absolutely ran over me. I need not observe how much I was alarmed, especially as I could not have been far from the place I had escaped from.

About eight o'clock I quitted my retreat. The night was very inclement;

it continued raining and blowing very hard. I was equally at a loss which direction to take, not being able to see either moon or stars. About nine o'clock I discovered a hut, and imagined this would be a good opportunity to endeavour to procure a morsel of food of some kind. I reconnoitred it very attentively, and approached most cautiously the door: the struggle between the desire of procuring some sustenance (which I so much wanted) and the dread of being arrested in the attempt, is easier conceived than described. After deliberating some length of time at the door, agitated alternately with different sensations, without coming to a determination (so powerfully did the fear of being again brought back, operate); the want of sustenance, at length, preponderated, and I knocked at the door. It was opened by a woman. I asked for some bread in German; which is the language spoken by the peasantry of Lorrain. She made signs for me to enter: which I did. There were three men and another woman in the house; one an elderly man, who was the only person that could speak French, instantly told me that he was certain I was one of the Englishmen who had escaped from the guards the preceding day: one of whom had just quitted the house, who had been on the look out all day, and came, in his way home, to give them information. Pleasing intelligence!——I did not dispute who or what I was. He dwelt upon the 50 livres reward for arresting a prisoner of war. It was an object, he said, to poor people like them. I understood him perfectly; and observed that, although his government had promised that reward, he was not certain when it might be paid; besides, what honest man would prevent a poor prisoner of war, who had been guilty of no crime whatever, from visiting his wife and children after an imprisonment of four or five years, for that paltry sum? He explained what I said to the others—I found the women were advocates for me. Upon which, I addressed the old gentleman again, and said, "As you appear to me to be very worthy and honest people, accept of this trifle amongst you;" giving him a Louis d'or, and presenting the women with six livres, as a mark of my respect for them; which they received very graciously. I saw that matters now bore a more favourable aspect, and, accordingly, took an opportunity of observing, how sorry I was at not having more to present them with. I now begged they would supply me with a little bread, but they had none baked. I then requested they would shew me the nearest way to Bitche, as I had friends there who would find means of supplying me with a little cash, to enable me to proceed on my long journey. After a long discussion in German, during which I perfectly discovered their uneasiness at not receiving more than 30 livres: the old man observed—"As there is but one of them, it is of no great consequence; but if they were all here, it would have been well worth while." Meaning the other eleven of my companions. I again repeated my wish to be directed towards Bitche. I knew there was a direct road from thence to the Rhine; which was my motive to go that way. The women again pleaded in my favour, and the two young men offered their services. They accordingly equipped themselves, informed me they were ready, and I took a most joyful leave of the women and old man, and followed my guides, inexpressibly rejoiced at getting out of this danger; although I did not consider myself particularly in safety, whilst I remained with these fellows.

COAST of FRANCE from L'ORIENT to the ISLE of RÉ.

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They conducted me through very intricate ways, deserts and commons; they were generally behind me, and whispering to one another. I had no great opinion of them; so feigned occasion to remain behind a little; which time I occupied in concealing my watch, &c. which hitherto had been in thepocket of my pantaloons. I then again advanced, but never went before them. The inclemency of the night, the melancholy state of my mind, with the awful aspect of the mountains and forests I passed through, together with the discordant screaming of the screech owl, filled my very soul with horror. My white thorn club was my only weapon, I regarded it with secret comfort, and was determined to use it, should I have occasion, to the utmost of my nearly exhausted strength. Yet, perhaps, my opinion of these fellows was ill founded. About midnight they left me, on a pathway to the road to Bitche, and took their leave. I felt much pleased at so happy a deliverance, and continued this direction until about three o'clock; when, supposing myself near enough to that unhappy mansion (Bitche), I directed my course (as I thought) towards the Rhine. Sometime before daylight it ceased raining a little; the stars shewed themselves, and I had the mortification of discovering that I had been going diametrically opposite to my proper direction; and, what added to my misery was, having no wood nor place in sight, to cover me for the ensuing day.

In this unhappy dilemma, I still kept advancing, being confident I had no secure place near in my rear; when, at length, some time after daylight, I discovered a very thin wood, on the side of a hill, which I immediately betook myself to; and there I remained until night. There was a drizling rain the whole of the day; the cold was extreme. I did not feel hungry, but excessively weak. During the night I had taken several draughts of water, which in some measure satisfied my appetite. The only annoyance I had this day, was a man, who was cutting wood beneath me in the valley. I could see every motion of his; but I don't think it was possible he could see me, in consequence of my breaking small branches and sticking them close round me.

(To be continued.)

PLATE CCCLXXXVII.

THE accompanying Chart of the Coast of France, from L'Orient to the Isle of Rhé, we trust will prove acceptable to our readers on shore, and useful to those afloat.

The following is an authentic recapitulation of the geographical sites of the principal places comprised within the annexed chart. Their longitude is computed from the observatory at Paris; the meridian of which is 2° 20′ 15″ E. from Greenwich, the difference of time between the two observatories being 9m. 20s. according to the astronomical almanac of the French board of longitude for the year 1803; this determination differs from that in the "Tables requisite to be used with the nautical ephemeris" (1802), by the seconds only of the longitude, which are omitted in the latter.

Le Croisic, 47° 17′ 43″ N. 4° 50′ 30″ W. L'Orient, 47° 45′ 11″ N. 3° 41′ 17″ W. Nantes, 47° 13′ 6″ N. 3° 52′ 59″ W. Sables d'Olonne, 46° 29′ 52″ N. 4° 7′ 5″ W. Paimbeuf, 47° 17′ 15″ N. 4° 21′ 46″ W. Port-Louis, 47° 42′ 47″ N. 5° 41′ 14″ W. Vannes, 47° 39′ 26″ N. 5° 5′ 19″ W. Belle-île, 47° 17′ 17″ N. 5° 25′ W. Grouais, 47° 38′ 4″ N. 5° 46′ 23″ W. Noirmoutier, 47° 0′ 5″ N. 4° 34′ 22″ W. Yew (isle), 46° 42′ 26″ N. 4° 39′ 50″ W. Hédic, 47° 20′ 46″ N. 5° 11′ 31″ W. Le Pilier, 47° 2′ 32″ N. 4° 41′ 20″ W. Chasseron (tower and light), 46° 2′ 51″ N. 3° 44′ 27″ W. Rhé (light) 46° 14′ 19″ N. 3° 53′ 40″ W.

The space between the islands Hédic and Dumet, was the scene of the French defeat under Conflans, by Hawke, 20th of Nov. 1751, see N. C. VII. 462.*

The *Bervidaux* is the shoal on which the Marlborough was lost, see N. C. Vol. V. p. 8. The sentence of the court martial holden thereon (2d of January 1801) expressly says, "That the accident happened from the uncertain situation of those rocks."

The *Four* (Oven) Shoal, off *Le Croisic*, is that whereon H. M. ship Conquistador grounded, see N. C. Vol. XXVII. p. 303.

The *Govivas* rocks, a part of the Teigneuse ledge, off Quiberon, occasioned the shipwreck of H. M. ship Laurel, 31st January 1812, see N. C. Vol. XXVII. 229.

According to tables published in the Almanack of the French Board of Longitude, the population of the French empire amounts to 43,937,144 souls. Of this number, it is supposed that 28 millions speak the French language, 6,453.000 the Italian, 4,063,000 the Dutch or Flemish, 967,000 the Breton, and 108,000 the Basque. The population of the states connected with the system of France, in which number are included the kingdom of Italy, Switzerland, Spain, the Confederation of the Rhine, &c. is estimated at 38,141,541 souls. The only place mentioned in those tables, which appears in this chart, is Nantes, whose population is rated at 77,162.

In our XXVIIIth Volume, p 490, we gave a Chart of the Department of Morbihans, and also at p. 475 of the same Volume, in our Hydrographical article, will be found a particular description of Morbihan, &c.

SUPPLEMENTARY DESCRIPTION OF PLATE CCCLXXXV.†

CEYLON, the Taprobana, Salice, and Sieledba, of the ancients, and the Serendib of the Arabians, called Lanca by the Hindoos, is an island in the Indian Sea, situated to the S. E. of the Peninsula of India, from which it is separated by a sea, about 60 miles wide. It is about 260 British miles in length, by about 150 in breadth. In the reign of Claudius, ambassadors were sent from Ceylon to Rome, by a Singalese rajah, or king; but very little was known of this island, before the twelfth century, when the Portuguese established themselves there, and carried on a very extensive trade. The Dutch retained possession of the shores till about the year 1660, when they were expelled by the Dutch; between whom,

* The Essex, Captain O'Brien, and Resolution, Captain Speke, were both irrecoverably lost on the *Four* Shoal in the pursuit of Conflans. † See page 236.

and the king of Candy, the chief prince of the island, a war arose in 1759, which terminated in 1766, by the submission of the latter, who surrendered all the coasts, and agreed to deliver yearly a quantity of cinnamon, at a very low rate. It has undergone several partial mutations of proprietorship; and, for some time, it has been under the liberal influence of British power.

The climate and seasons of Ceylon correspond, in some measure, with those of the adjacent continent; but its exposure to the sea, on all sides, renders the air more cool and salubrious. The general aspect of the country somewhat resembles that of Southern Hindostan; a high flat land in the centre, about six or eight leagues in breadth, surrounded by low shores. It has five considerable rivers; of which the chief is the Morvil Ganga, on which stood Maagramum, the capital in the time of Ptolemy. Modern Candi stands on the same stream. The other rivers are: the Phasis of Ptolemy, running north, perhaps the stream which passes to the N. W. by Ackpol; his western stream of Soanna, probably that which enters the sea in that direction, near the centre of the isle; the Azanus, to the S. W. near the point of Galle; and his Baracus, E. which is the Barotsan. The chain, or chains of mountains run north and south, and are of stupendous bulk and height: they are peculiarly rich in precious stones which are embedded in primitive quartz. Adam's Peak, in Sancrit, called Salmala, Boodh, according to the tradition of the inhabitants, having ascended from it to heaven, is esteemed the highest. Amongst the precious stones, are the ruby, sapphire, topaz, and amethyst. The minerals are gold, iron, plumbago, &c. The forests of Ceylon are large and numerous. The gorunda-gouhah, or cinnamon-tree, is here the finest in the world. The talipot-tree resembles a large mast, crowned with long leaves, one of which is said to be of sufficient magnitude to cover fifteen people. With the leaves of this tree, the inhabitants make tents, and cover their houses; and, of its pith, they make cakes, resembling bread. The herute has leaves like a cotton-tree: its bark, which is very hard, divides into threads, of which ropes are made. By wounding its trunk, a refreshing, agreeable, and wholesome, though intoxicating, liquor is obtained. The bogatra, which the natives hold in great veneration, placing their idols under it, and regarding it as the residence of the god Budh, is a large tree, with broad hanging leaves, which are constantly in motion. Cocoa nuts, limes, oranges, areka, jacca, &c. also grow in abundance. The elephants of Ceylon are supposed to yield in beauty only to those of Siam: they chiefly frequent the southern part of the island. Buffaloes are found here in a wild state, and tame ones are employed in husbandry. Wild boars are numerous, and extremely fierce. Tigers, bears, jackalls, and many tribes of deer and monkies, are natives of Ceylon; and the alligator here sometimes reaches the length of 18 feet. Peacocks, parrots, and many other beautiful birds, abound, with partridges, woodcocks, &c. Some of the Ceylon serpents attain a very large size.

The town of Candi, the capital of the kingdom of that name, stands in the centre of the island. It is small and unimportant, and is distinguished chiefly by a palace and a few temples. The chief town of the English

possessions is Columbo, a handsome place, and well fortified. The fortress of Nigombo lies a few miles farther to the north —The northern parts of Ceylon are inhabited chiefly by the natives.—The grand pearl-fishery* is conducted in the gulf of Manaar, near Condatchy, a miserable place, in a sandy district, to which, water is brought from Aripoo, a distance of four miles.—The harbour of Trincomalee, on the east, opens at the mouth of the Morvil Ganga. About 15 miles from the fort, is a fountain of warm water, which jets out in two places: one of the sources is too hot to be borne; the other is of a moderate heat; and, at a distance of 23 feet, is a spring of cold water. The environs of Trincomalee are uncultivated.—Batacola is an inferior haven, on the same side of the island.—The southern side of Ceylon has been more frequently visited than other parts, as it abounds with gems, and other rich productions. Matura was a Dutch factory, near the most southern promontory, called Dondra. A little to the west of Matura, is Gale, or Galle, near a point so called, a handsome town, strongly fortified, on the projecting angle of a rock. The coast along this part of Ceylon, especially near the shore, resembles that of England, between Yarmouth and Ipswich; except that here and there along the beach appear groves of the cocoa-nut tree, interspersed with Indian huts, or bungalows.

Nothing certain is known with respect to the population of Ceylon; but it is not understood to be numerous. The religion of the island is the ancient worship of Boodh,† whose images appear with short and crisped hair; as it is fabled that he cut it with a golden sword, which produced that effect. The natives are not so black as those of Malabar, and their manners are similar to those of the other Hindoos. Several brothers may have one wife in common, as in Thibit; and the polygamy of males is also allowed.

Marine Law.

A COURT-MARTIAL was held at Portsmouth, on the 23d of April, on the remaining officers and ship's company of H.M. late ship Java,‡ to inquire into the circumstances attending her capture by the

* For a detailed account of the pearl-fishery, from PERCEVAL'S *Account of the Island of Ceylon*, vide N. C. x. 24.

† The worship of Boodh is supposed to have orignated in Ceylon; and thence to have spread to ancient Hindostan, to exterior India, Thibet, China, and Japan. Boodh is believed to have flourished about 540 years before the Christian era. His priests differ, in some respects, from those of Bramah: they may retire from the priesthood; they eat flesh, but will not kill animals themselves; and they form no cast, or tribe, but arise from the mass of the people. In the *Asiatic Researches*, are prints of some antiquities and idols, discovered on the southern and western coasts of Ceylon, amongst which, the image of Boodh is predominant; and an old king, called Coutta Rajah, is sculptured in granite, and celebrated in the traditions of the country.

‡ For the Official Account of the capture of H.M. late ship Java, see our Letters on Service, page 346.

United States' ship Constitution, on the 29th December 1812, a few leagues off the port of Bahia, and to try them for their conduct on that occasion. The official letter to the Admiralty upon the event having been read, Lieutenant Henry Ducie Chads, late first-lieutenant of the Java, was asked if he had any further account to offer to the consideration of the Court; upon which he produced a narrative, relating all the circumstances that attended the action in a more minute form. This being read by the Judge-advocate, Lieutenants Hervingham and Buchanan, and the remaining officers, were then called; and they corroborated the statement made by Lieutenant Chads. Whereupon Captain John Marshal, R.N. and General Hislop (passengers on board the Java) both spoke in highly flattering terms of the gallantry displayed by Captain Lambert, to the moment when he fell mortally wounded, inspiring every individual under his command with a steady and honourable sense of his duty; and stated, that the distinguished conduct of Lieutenant Chads, when the command devolved on him, was admirable; and that he maintained the honour of the British flag with the most determined spirit, till the loss of the three masts and bowsprit reduced the ship to a perfect wreck, and till he was bereft of every means of defence. They spoke also of the general gallantry of every officer, seaman, and marine on board.

The Court agreed, that the capture of his Majesty's late ship Java was caused by her being totally dismasted in a very spirited action with the United States ship Constitution, of considerably superior force, in which the zeal, ability, and bravery of the late Captain Lambert, her commander, was highly conspicuous and honourable, being constantly the assailant, until the moment of his much-lamented fall; and that subsequently thereto, the action was continued with equal zeal, ability, and bravery, by Lieutenant Henry Ducie Chads, the first-lieutenant, and the other surviving officers and ship's company, and other officers and persons who were passengers on board her, until she became a perfect wreck, and the continuance of the action would have been a useless sacrifice of lives; and did adjudge the said Lieutenant Henry Ducie Chads, and the other surviving officers and ship's company, to be most *Honourably Acquitted*. Rear-admiral Graham Moore, President; who, in returning Lieutenant Chads his sword, addressed him nearly as follows:—"I have much satisfaction in returning you your sword. Had you been an officer who had served in comparative obscurity all your life, and never before heard of, your conduct on the present occasion has been sufficient to establish your character as a brave, skilful, and attentive officer."

NAVAL HISTORY OF THE PRESENT YEAR, 1813.

(March—April.)

RETROSPECTIVE AND MISCELLANEOUS.

AT page 245, we noticed the destruction by fire of H.M. late ship the Captain; we now lay before our readers a letter we received from our Correspondent at Plymouth Dock, dated the 27th March, particularly describing this unfortunate event as follows:

"His Majesty's dock-yard here has been again placed in considerable hazard, by a fire which broke out in the Captain, of 74 guns, lately converted into a hulk, and moored off the Jettyhead, on Monday night last, about eleven o'clock. When this alarming circumstance was first discovered, the San Josef, of 112 guns, lay alongside, for the purpose of removing her stores, in order to be docked, and in a few minutes, perhaps,

she must have been involved in a similar calamity; but every heart and every hand being on the alert, the lashings which fastened her to the hulk were cut, and she was happily separated: hawsers were got out, and she was speedily removed, with other ships of war, to a safe distance. By midnight the conflagration, aided by the fanning of a light wind, had taken possession of most of the upper parts of the ship, and by two o'clock the internal parts were so completely ignited, that they presented the appearance of iron in a state of red heat, without losing their original shape and connexion. At this period, the spectacle was one of the most magnificent, but awful, sights that can be conceived. The paly lustre of the moon contrasted itself at first with the fiery glare, but the latter soon assumed the predominance, and flung its influence over every object in the vicinity, imparting a singular hue to the countenances of the numerous spectators on shore, and of those on duty in the surrounding boats. Fearing the ship would drift when the fire came to the bits that held the mooring-chain, the shipwrights of the Dock-yard drove large clamps in the bow, and ring-bolts through the stern, to which were attached chains, and sundry boats to convey her to the western shore. All attempts to scuttle her by the common means being found impracticable from the intense heat, two field-pieces and carronades were conveyed as near as possible in dock-yard launches, and discharged at intervals more than 200 shots, which penetrated between wind and water, but without effect; for as the hulk became more buoyant by the operation of the flames, she rose considerably, and the shot-holes appeared above water. This novel species of bombardment was rendered peculiarly grand by the attendant echoes, and continued until four o'clock in the morning, when, being nearly consumed to the water's edge, her bow gradually drooped, the water poured through her port-holes, she majestically glided to the bottom, contending, as she went, with the waves, which were unable, for some time, to quench the mighty mass of fire, and glorious, like the hero who once commanded her, in her exit! The blaze, from one o'clock till four, illumed the hemisphere, and might have been descried at a distance of thirty miles. An artificial day was created in Dock, and the roaring of the flames resembled that of a large furnace. The fire was first discovered in the small galley under the forecastle, but how it originated cannot be ascertained; the cook of the hulk, and a black man belonging to the San Josef, were missing, and are supposed to have been burnt in her. The military of the garrison, the officers and artificers of the yard, and officers and crews of the respective ships in Hamoaze, displayed the greatest alacrity in their several capacities, and the services they afforded were equally prompt as they were decisive. The agent of the Dock Water Company turned the water from the town, and supplied the yard pipes with abundance.

"A part of the San Josef's stores, with Captain Bourchier's property, had been removed to the hulk; the remainder, with that of the other officers and the crew, were to have been transferred the following day."

The Pensions of the Widows of the Commission and Warrant Officers, which became due on the 28th of February, were, by an Admiralty order, directed to be paid on the 10th and 12th of April.

Notice has been issued from the Admiralty, dated the 13th April, for the guidance of the Masters and Pilots of H.M. ships, and for the benefit of navigators in general, stating that information had been received at that office of the intention of the Spanish Government to place a light upon the Tower on the island of Tariffa, in the Straights of Gibraltar, and that the exhibition thereof was to commence on the 15th of March, and to be continued for the future.

In our Letters on Service, p. 346, will be found the official account of the capture of H.M. late ship the Java.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, MARCH 30, 1813.

Copies of two Letters from Lieut. Francis Banks, Commanding H. M.'s Gun Vessel, the Blazer, to John Wilson Croker, Esq. dated off Cuxhaven, the 16th and 17th instant.

SIR, *Blazer, at anchor off Cuxhaven, March* 16, 1813.

I BEG to inform you, for the information of the Lords Commissioners of the Admiralty, that, from the intelligence communicated to me by the Lieut.-Governor of Heligoland, and what I otherwise learned by the arrival of vessels from the Continent, of the distressed state of the French forces at Cuxhaven, and of the entrance of a Russian army into Hamburgh, I judged it expedient to take the Brevdageren under my orders, and proceeded to the river Elbe, which I entered early this morning, with the hope of intercepting such of the enemy's vessels as might attempt to make their escape; two of the gun-vessels we found deserted in the entrance of this river, and were afterwards destroyed; on a nearer approach to this place I observed, some were burning, others were sunk, and drifting about in all directions; and I have the satisfaction to inform you of the total destruction of the French flotilla that was stationed at Cuxhaven, which were twenty large gun schuyts: the timely appearance of H. M.'s brig prevented the escape of two, and I firmly believe, led to the destruction of the rest by their own hands: the Hamburgh flag is displayed on the batteries and castle of Ritzbuttel, and I intend to gain a communication with the shore. I am, &c.

F. BANKS.

SIR, *Blazer, at anchor off Cuxhaven, March* 17, 1813.

I beg leave to acquaint you, for the information of my Lords Commissioners of the Admiralty, that, having had communication with the civil authorities of Ritzbuttel, they expressed a desire that I would take possession of the batteries that had been lately evacuated by the French. I accordingly, this morning, disembarked the small detachment of thirty-two of the Royal Veteran Battalion, from Heligoland, and took possession of Cuxhaven battery. Fort Napoleon, which is half a mile higher up the river, I shall order to be destroyed. Every thing in these forts is in disorder; the guns dismounted, the carriages and stores destroyed. From what I have been able to observe this day, all is anarchy and confusion among the inhabitants, but they rejoiced much at a few English being landed. No senate as yet is formed at Hamburgh, nor do I hear of the Russian army having entered that city; whenever that can be ascertained, I shall communicate this event to the commanding-officer there.

The French withdrew from this place yesterday morning at five o'clock; their collective force was about twelve hundred; they made their retreat by Bederkesa to Bremen.

I enclose a copy of the articles concluded on between the civil authorities and myself; I shall forward a list of military and other stores the moment I am able. I have the honour to be, &c.

F. BANKS.

ARTICLES *concluded between the Civil Authorities of Ritzbuttel, and Lieut. F. Banks, Commanding H. M.'s Forces in the River Elbe.*

The Hamburg flag shall be hoisted in conjunction with the British, at the

French batteries near Cuxhaven, until his Britannic Majesty's pleasure is known. All military and other stores, belonging to the French, shall be delivered up to the English.

The British troops shall take immediate possession of the batteries, and garrison the same.

Executed on board H. M.'s brig the Blazer, this 17th March 1813.

Copy of a Letter from Admiral Young, Commander-in-Chief of H. M.'s Ships and Vessels in the North Sea, to John Wilson Croker, Esq. dated in Town the 29th instant.

SIR,

I transmit, to be laid before the Lords Commissioners of the Admiralty, the copy of a letter which I have received through Lieut. Banks, commanding the Blazer gun-brig, off Cuxhaven, from Lieut. Devon, of the Brevdageren, stating the capture of two Danish gun-boats in the river Elbe, in a very gallant manner, by two boats, belonging to the Brevdageren and Blazer. I have the honour to be, &c. W. YOUNG.

SIR, *H. M.'s Brig Brevdageren, River Elbe, March* 21, 1813.

Agreeably to your arrangement, I proceeded with the galley of the Brevdageren, and cutter of the Blazer, in search of the Danish privateer, said to infest the upper part of the river. At day-light this morning we discovered two galliots, which were at first supposed to be merchant vessels; but on approaching them they hailed, and instantly opened a fire. In this critical situation, there was no safety but in resolutely boarding, and I took advantage of the cheerful readiness of our people. We carried them under the smoke of their second discharge without the loss of a man, and only two wounded on the part of the enemy; the galley boarding the first, and the Blazer's cutter, in the most gallant manner, the second. They proved to be the Danish gun-boats "Die Junge Troutman," commanded by Lieut. Lutkin, and "Die Liebe," Lieut. Writt, each mounting two long eighteen-pounders, and three twelve-pounder carronades, with a complement of twenty-five men each.

When you consider that each of these formidable vessels was carried by a single boat, one by a cutter with twelve men, and the other by a galley with nine, the conduct of the brave fellows under my orders needs no comment; and I beg to return my sincere thanks to them, and to Mr. Dunbar, the master of the Blazer.

These two vessels were sent, three days ago, from Gluckstadt, for the express purpose of intercepting the trade from Heligoland. I beg you to report the above proceeding to the commander-in-chief, who, I trust, will approve of my conduct on this occasion. I have the honour to be, &c.

THOMAS BARKER DEVON, Lieut. and Commander.

Lieut. Banks, H. M.'s Gun-Vessel Blazer.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Hoste, of H. M.'s ship the Bacchante, addressed to Rear admiral Fremantle, and dated off Otranto the 6th of January, giving an account of the capture of the armed vessels mentioned in the margin,* on that day, by the Bacchante and Weazle sloop, under Lieuts. O'Brien, Hood, and Gossling, of the former, and Lieut. Whaley of the latter.

These vessels were bound from the island of Corfu to Otranto, for the purpose of conveying money for the payment of the troops on the island;

* L'Indomptable, 1 fourteen-pounder, 1 six-pounder, and 36 men. Francis Effren, Enseigne de Vaisseau. La Diligente, 1 fourteen-pounder, 1 six-pounder, and 36 men. L'Arrogante, 1 fourteen-pounder, 1 six-pounder, and 40 men. La Salamine, 1 nine-pounder, 1 six-pounder, and 36 men. La Calypso, 1 twelve-pounder, and 50 men.

and although the boats met with a spirited resistance, they were carried without any loss on our part.

Captain Hoste highly commends the conduct of all the officers and men employed in the boats, for the zeal and gallantry displayed by them on the occasion.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Mounsey, of H. M.'s ship Furieuse, giving an account of his having, on the 10th of January, captured, off Monto Christo, L'Argus, French brigantine privateer, pierced for twelve guns, but only four long twelve-pounders mounted, and eighty-five men, eight days from Leghorn, without making any capture.

The following lists of vessels, captured from the enemy (omitting such as have before been published), have been transmitted to John Wilson Croker, Esq. by the respective commanders-in-chief.

A list of Vessels captured and recaptured by H. M.'s Ships and Vessels, under the Command of Admiral Lord Keith, K. B. between the 31st of July 1812, and the 25th of March 1813, so far as Returns have been received.

French sloop Zephyr, of 50 tons, from Landernau, laden with empty casks, &c. captured by the Strenuous, July 31, 1812. French chasse marée La Providence, of 48 tons, 2 guns, and 7 men, from St. Martin's, bound to Nantes, laden with salt, captured by the Insolent and Martial, Sept. 20, 1812. English brig Alicia Hill, from Bristol, bound to Gibraltar, laden with beer and sundries, recaptured by the Rota, same date. American ship Asia, of 251 tons, from St. Mary's, bound to Plymouth, laden with timber, captured by the Royal Sovereign, Aug. 5, 1812. French sloop Emelie, of 56 tons, in ballast, captured by the Strenuous, Aug. 29, 1812. American schooner Baltimore, of 240 tons, 8 guns, and 48 men, from Baltimore, bound to Bourdeaux, laden with coffee, sugar, and hides, captured by the squadron off the north coast of Spain, Oct. 7, 1812. American schooner Independence, of 213 tons, 4 guns, and 23 men, from Bayonne, bound to New York, laden with brandy, silks, &c. captured by the Medusa, Nov. 9, 1812. French chasse marée La Providence, of 70 tons and 5 men, from Bourdeaux, bound to L'Orient, laden with brandy, oil, prunes, &c. captured by the Martial, Nov. 8, 1812 (retaken by the enemy). English ship Racehorse, from Havannah, bound to Guernsey, laden with tobacco, recaptured by the Rota, Nov. 23, 1812. English ship Mary, from Honduras, bound to London, laden with mahogany, recaptured by the Rota, Nov. 24, 1812. English brig Concord, from Newfoundland, bound to Teignmouth, laden with fish and oil, recaptured by the Rota, same date. French brig Bonne Mere, of 120 tons, from Nantes, bound to Belleisle, laden with salt, &c. captured by the Strenuous, same date. French schooner Hazard, of 97 tons, from Nantes, bound to Belleisle, laden with salt, &c. captured by the Strenuous, same date. French sloop L'Aimable Julie, of 80 tons, from Nantes, bound to Belleisle, laden with salt, &c. captured by the Strenuous, same date. American brig Empress, of 275 tons and 12 men, from New York, bound to Bourdeaux, laden with cotton, coffee, and sugar, captured by the Rover, Nov. 30, 1812. American brig Leader, of 215 tons and 12 men, from Boston, bound to Bourdeaux, laden with salt fish, captured by the Andromache and Briton, Dec. 11, 1812. American brig Columbia, of 213 tons, 2 guns, and 22 men, from Philadelphia, bound to Bourdeaux, laden with sugar, coffee, &c. captured by the Briton and Andromache, Dec. 17, 1812. French sloop Medina, of 91 tons, 1 gun, and 6 men, from Croisic, bound to Morlaix, laden with salt, captured by

the Strenuous, Dec. 12, 1812. French schooner La Desirée, of 120 tons and 4 men, from Nantes, bound to Bourdeaux, laden with staves and whitening, captured by the Constant, same date. American schooner Argus, of 115 tons and 9 men, from New York, bound to Nantes, laden with coffee, potash, &c. captured by the Fancy, December 19, 1812. American brig Stephen, of 175 tons, 2 guns, and 11 men, from New York, bound to Bourdeaux, laden with cotton, potash, skins, &c. captured by the Andromache and Briton, Dec. 17, 1812. Portuguese brig Calypso, of 130 tons and 14 men, from St. Salvador, bound to Gibraltar, laden with sugar, coffee, &c. recaptured by the Surveillante, Dec. 10, 1812. American brig Expectation, of 210 tons and 18 men, from Philadelphia, bound to Bourdeaux, laden with cotton, captured by the Briton and Andromache, Dec. 20, 1812. English brig Sparkler, of 250 tons and 12 men, from Cadiz, bound to London, laden with Spanish wool, recaptured by the Nimrod, Dec. 23, 1812. American schooner Blue Bird, of 104 tons and 8 men, from Charleston, bound to Bourdeaux, laden with cotton, rice, &c. captured by the Andromache and Britain same date. French chasse marée Civilitie, of 39 tons and 5 men, from Bourdeaux, bound to Brest, laden with wine and brandy, captured by the Armide, Dec. 10, 1812. French chasse marée Colonie, of 40 tons and 5 men, from Bourdeaux, bound to Brest, laden with wine and brandy, captured by the Armide, same date (supposed to have foundered, or been retaken by the enemy). Spanish ship San Francisca, alias Constitution, of 200 tons and 19 men, from Havannah, bound to Cadiz, laden with sugar, tobacco, &c. recaptured by the Iris, Dec. 15, 1812. American schooner Mariner, of 83 tons and 6 men, from Boston, bound to Bayonne, laden with salt fish, captured by the Lyra and Iris, same date. Portuguese snow Viagante, or Voyager, of 375 tons, 14 guns, and 30 men, from Bahia, bound to Gibraltar, laden with sugar, tobacco, &c. recaptured by the Fairy, Dec. 25, 1812. American ship Ocean, of 279 tons and 16 men, from New York, bound to Lisbon, laden with flour, recaptured by the Surveillante, Dec 20, 1812. American schooner Rossie, of 208 tons, 1 gun, and 34 men, from Baltimore, bound to Bourdeaux, laden with coffee, captured by the squadron in Basque Roads, Jan. 6, 1813. American brig Brutus, of 210 tons and 16 men, from New York, bound to Bourdeaux, laden with cotton, coffee, and sugar, captured by the Briton, Rota, and Andromache, same date (supposed to have been retaken, or lost at sea). American ship Porcupine, of 330 tons, 4 guns, and 13 men, from New York, bound to Bourdeaux, laden with cotton and potash, captured by the Dryad, Jan. 8, 1813. English schooner Industry, of 84 tons and 5 men, from Halifax, bound to Madeira, laden with staves and salmon, recaptured by the squadron in Basque Roads, Jan. 14, 1813. French chasse marée L'Anne Jeanet, of 80 tons, laden with wine and brandy, captured by the Strenuous and a Jersey privateer, Jan. 2, 1813. English brig Louisa, of 175 tons and 7 men, from Quebec, bound to Madeira, laden with fish, staves, oil, &c. recaptured by the Andromache, Jan. 11, 1813. French brig La Velina, of 93 tons and 2 guns, in ballast, captured by the Growler, Jan. 9, 1813. French chasse marée Desirée, of 82 tons and 6 men, laden with firewood, captured by the Growler, Jan. 13, 1813. American schooner Governor M'Kean, of 112 tons, 1 gun and 16 men, from Philadelphia, bound to Bourdeaux, laden with cotton and bees'-wax, captured by the Rover, Jan. 26, 1813. French brig Les Trois Freres, of 47 tons and 9 men, from Nantes, bound to Rochelle, laden with timber, captured by the Insolent, Jan. 23, 1813. English brig Alexander, of 100 tons, from London, bound to Lisbon, laden with iron, steel, &c. recaptured by the Belle Poule, Jan. 29, 1813. American schooner Rolla, of 204 tons and 21 men, from Philadelphia, bound to Bourdeaux, laden with cotton and potash, captured by the Medusa, Surveillante, and Iris, Feb. 11, 1813. English schooner Good Intent, of 120

tons and 10 men, from St. John's, bound to Viana, laden with cod fish, recaptured by the Rota, January 26, 1813. American brig Mars, of 176 tons, and fourteen men, from Baltimore, bound to Bourdeaux, laden with cotton and tobacco, captured by the Warspite and Belle Poule, February 26, 1813. American schooner Pert, of one hundred and four tons, 2 guns and 13 men, from Bourdeaux, bound to Philadelphia, laden with brandy, wine, silks, &c. captured by the Warspite and Strenuous, March 1, 1813. English brig Margaret, of 153 tons and 11 men, from Newry, bound to London, laden with beef, pork, and butter, recaptured by the Nimrod, March 9, 1813. English brig King George, of 100 tons and 5 men, from Dublin, bound to Newport, in ballast, recaptured by the Piercer, same date. French chasse marée La Ninon, of 40 tons and 5 men, from Bourdeaux, bound to L'Orient, laden with salt, captured by the Martial, March 8, 1813. American schooner Meteor, of 132 tons and 14 men, from Nantes, bound to New York, laden with brandy, wine, and silks, captured by the Briton and Rover, March 13, 1813. American ship John and Francis, of 220 tons, 2 guns and 16 men, from Bourdeaux, bound to New York, laden with brandy and wine, captured by the Belle Poule and Earl St. Vincent privateer, March 11, 1813. American schooner Virginia Planter, of 145 tons and 9 men, from Charleston, bound to Nantes, laden with cotton, captured by the Pyramus, March 18, 1813. American schooner Messenger, of 156 tons, 2 guns and 20 men, from Bourdeaux, bound to Philadelphia, laden with brandy, wine, and silks, captured by the Iris, Medusa, and Helicon, March 10, 1813. American schooner Independence, of 149 tons and 9 men, from Rochelle, bound to New York, laden with brandy, captured by the Rover, March 17, 1813. American schooner Enterprise, of 120 tons and 8 men, from Boston, bound to Bayonne, laden with fish, captured by the Lyra, March 12, 1813. American schooner Goldcoiner, of 200 tons and 15 men, from New York, bound to Bourdeaux, laden with cotton, potash, and fish, captured by the Lyra, March 20, 1813. American schooner Dick, of 210 tons and 18 men, from New York, bound to Bourdeaux, laden with coffee, sugar, pepper, &c. captured by the Dispatch, March 17, 1813.

KEITH, Admiral.

A List of American Vessels captured by H. M's. Ships and Vessels under the command of Admiral Sir Richard Bickerton, Bart. Commander-in-Chief at Portsmouth.

Schooner letter of marque Antelope, of 270 tons, 10 guns, and 32 men, from New York, bound to Bourdeaux, laden with sugar, cotton, coffee, and ivory, captured by the Zephyr. Schooner King of Rome, of 229 tons, 6 guns, and 24 men, from New York, bound to Bourdeaux, laden with sugar, cotton, and coffee, captured by the Wolverine. Schooner Rachael, of 50 tons, 5 guns, and 6 men, from Boston, bound to Corunna, laden with salt fish, captured by the Heron.

RICHARD BICKERTON.

A List of American Vessels, captured by the Ships and Vessels under the Command of Admiral Sir Robert Calder, or sent into Plymouth by other Ships, from the 30th of December, 1812, to the 24th of March, 1813.

Schooner Hope, of 122 tons and 8 men, from Oporto, bound to Alexandria, laden with salt, captured by the Pheasant, December 13, 1812. Schooner Vengeance, of 180 tons and 15 men, from New York, bound to Bourdeaux, laden with cotton, coffee, sugar, and indigo, captured by the Phœbe, January 1, 1813. Ship Orbit, of 390 tons, 6 guns, and 25 men, from New York, bound to Bourdeaux, laden with cotton, pearl, and potash, captured by the Achates, January 29, 1813. Schooner Terrible, of

200 tons and 13 men, from New York, bound to Bourdeaux, laden with cotton and potash, captured by the Foxhound, February 8, 1813. Brig Spitfire, of 270 tons, 4 guns, and 21 men, from Boston, bound to France, laden with cotton and tobacco, captured by the Achates, February 14, 1813. Brig Hero, of 120 tons and 9 men, from Wilmington, bound to Lisbon, laden with flour and rice, captured by the Comet, February 10, 1813. Schooner Amphitrite, of 164 tons and 12 men, from New York, bound to Bourdeaux, laden with cotton and potash, captured by the Gleaner hired ketch, February 27, 1813. Brig Ducorrow, of 262 tons, 4 guns, and 20 men, from L'Orient, bound to New York, laden with brandy, silks, broad-cloth, wine, copper, and verdigrise, captured by the Pheasant, March 14, 1813.

ROBERT CALDER.

An Account of an American Vessel captured and sent into Leith.

Ship Calumet, of 187 tons, from Boston, bound to Marstrand, laden with tobacco, captured by the Nightingale, January 29, 1813.

A List of Vessels captured and detained by the Squadron under the Orders of Vice-Admiral Stirling, &c. &c. &c. Jamaica, between the 23d of June, and 30th of October, 1812.

Privateer Non Pareil, bound to Charleston, captured by the Decouverte, July 31, 1812. Pirate Serene, bound to New Orleans, captured by the Cyane, July 11, 1812. Resolution, bound to Havannah, laden with flour, rice, &c. captured by the Variable, July 26, 1812. Hassan, bound to Havannah, laden with sundries, recaptured by the Garland, July 28, 1812. Augusta, bound to Havannah, in ballast, captured by the Decouverte, August 2, 1812. Olympus, bound to Charleston, in ballast, captured by the Decouverte, August 5, 1812. Superb, bound to Boston, in ballast, captured by the Garland, August 2, 1812. Antelope, bound to Havannah, laden with provisions. &c. captured by the Rhodian, August 8, 1812. Maria, bound to Havannah, laden with lumber, &c. captured by the Rhodian, August 12, 1812. Beaver, bound to Havannah, laden with sugar and coffee, captured by the Brazen, August 6, 1812. Nelly, bound to New York, laden with cotton, captured by the Rhodian, August 25, 1812. Phœbe and Jane, bound to Charleston, laden with ammunition, wine, &c. captured by the Rhodian, same date. Caroline, bound to Havannah, laden with jerked beef, captured by the Southampton, August 26, 1812. Trinidad, bound to Havannah, laden with lumber, captured by the Variable, August 20, 1812. Louisa Antoina, bound to Havannah, laden with lumber, captured by the Variable, August 29, 1812. Dal, bound to Newhaven, laden with rum and sugar, captured by the Garland, August 2, 1812. Madisonia, bound to Alexandria, laden with sugar and hides, captured by the Garland, same date. Anna, bound to Kingston, laden with cotton and cattle, captured by the Moselle, August 24, 1812. Santa Maria, bound to Malanzas, laden with provisions, captured by the Sappho, August 31, 1812. Morning Star, bound to Boston, laden with wine, captured by the Cyane, September 8, 1812. Penn, bound to Boston, laden with coffee and logwood, captured by the Cyane, September 15, 1812. Philip, bound to Lisbon, laden with flour, captured by the Southampton, September 10, 1812. William Penn, bound to Lisbon, laden with flour, captured by the Southampton, September 8, 1812. Rebecca Sims, bound to Lisbon, laden with flour, captured by the Southampton, September 12, 1812. General Apodaca, bound to Philadelphia, laden with sugar, &c. captured by the Sappho, September 8, 1812. Alexander, bound to Havannah, laden with flour, captured by the Sappho, September 15, 1812. Blanche, laden with dry goods, recaptured by the Sappho, October 21, 1812.

CHARLES STIRLING.

A List of such Ships and Vessels, belonging to the Government or People of the United States of America, as have been brought as Prize within the Jurisdiction of the Vice-Admiralty Court at Halifax, from the 1st day of June 1812, to the 14th day of December following.

Brig Malcolm, of 197 tons, from Madeira, bound to Portland, laden with dollars and wine, captured by the Belvidera, June 24, 1812. Ship Fortune, of 317 tons, from Cape de Verd, bound to Newbury Port, laden with salt, captured by the Belvidera, June 25, 1812. Brig Minerva, of 256 tons, from Liverpool, bound to Boston, laden with coals and salt, captured by the Africa, Æolus, Shannon, and Belvidera, July 6, 1812. Brig Enterprise, of 193 tons, from St. Ube's, bound to New York, laden with salt, captured by the Ringdove, July 7, 1812. Brig George, of 149 tons, from Rochelle, bound to New York, laden with brandy, wine, silks, and dry goods, captured by the Guerriere, July 8, 1812. Marquis of Somnielos, of 359 tons, from Civita Vecchia, bound to Salem, laden with wines brandy, silks, and sundries, captured by the Atalanta, July 10, 1812. Brig Start, of 173 tons, from St. Ube's, bound to Newbury Port, laden with salt and dollars, captured by the Atalanta, Spartan, and schooner Juniper, July 15, 1812. Ship Oronoko, of 427 tons, from Lisbon, bound to New York, in ballast, captured by the Africa, Shannon, Belvidera, Æolus, and Guerriere, July 11, 1812. Ship Maria, of 344 tons, from Cadiz, bound to New York, in ballast, with dollars, captured by the Emulous, July 13, 1812. Brig Mary, of 200 tons, from Gibraltar, bound to Boston, laden with wine, currants, Merino wool, &c. captured by the Spartan, July 17, 1812. Brig Illuminator, of 254 tons, from Havannah, bound to Boston, laden with molasses, sugar, coffee, and hides, captured by the Emulous, July 11, 1812. Schooner Hiram, of 132 tons, from Lisbon, bound to Salem, laden with fruit and dollars, captured by the Spartan and Emulous, July 18, 1812. Brig Cordelia, of 197 tons, from Figuera, bound to Boston, laden with fruit and dollars, captured by the Emulous, July 15, 1812. Brig Belleisle, of 119 tons, from Havannah, bound to Salem, laden with molasses, sugar, and coffee, captured by the Emulous, July 16, 1812. Schooner Lively, of 78 tons, from St. Bartholomew's, bound to Boston, laden with molasses and sugar, captured by the Emulous, July 12, 1812. Schooner Traveller, of 108 tons, from Georgia, bound to Alexandria, laden with live oak timber, captured by the Emulous, same date. Ship Magnet, of 172 tons, from Belfast, bound to New York, with passengers, and a small quantity of linen, captured by the Ringdove, July 18, 1812. Schooner Rover, of 98 tons, from Liverpool, bound to Amelia Island, laden with coals, earthenware, and hardware, captured by the Ringdove, July 19, 1812. Brig George, of 211 tons, from Messina, bound to Salem, laden with wine, brandy, opium, oil, &c. captured by the Emulous, July 17, 1812. Ship Four Sisters, of 204 tons, from Lisbon, bound to New York, laden with dollars, captured by the Ringdove, July 19, 1812. Brig Hesper, of 264 tons, from Liverpool, bound to Norfolk, in ballast, captured by the Ringdove, July 20, 1812. Brig John, of 164 tons, from Liverpool, bound to Portland, laden with salt and earthenware, captured by the Maidstone, Aug. 15, 1812. Brig Prudence, of 157 tons, from Dublin, bound to New York, laden with linen, glass, and hardware, with passengers, captured by the Morgiana, Aug. 11, 1812. Ship Bolina, of 260 tons, from Gibraltar, bound to Salem, laden with wine, salt, and other articles, with dollars, captured by the Morgiana, same date. Brig Phœbe, of 200 tons, from Civita Vecchia, bound to Boston, laden with brandy, oil, juniper berries, &c. captured by the Æolus and Shannon, Sept. 19, 1812. Brig Hare, of 246 tons, from Naples, bound to Boston, laden with brandy, silks, oil, &c. captured by the Belvidera, Aug. 1, 1812. Ship Eastern Star, of 217 tons, from Corunna, bound to New York, laden with dollars, captured by the Africa,

Aug. 17, 1812. Privateer schooner Science, of 74 tons, 5 guns, and 52 men, from Portsmouth, on a cruise, captured by the Emulous, Aug. 25, 1812. Ship Monk, of 253 tons, from Rio Janeiro, bound to Salem, laden with sugar, hides, and horns, captured by the Colibri, Aug. 23, 1813. Ship Honestus, of 300 tons, from St. Ubes, bound to New Bedford, laden with salt, captured by the Nymph, Aug. 24, 1812. Ship Merchant, of 270 tons, from Gottenburgh, bound to Portsmouth, laden with iron, captured by the Statira, Aug. 29, 1812. Privateer schooner Lewis, of 36 tons, 4 guns, and 35 men, from Connecticut, on a cruise, captured by the Hope armed schooner, Aug 13, 1812. Schooner Betsey, of 127 tons, from Naples, bound to Boston, laden with brandy, captured by the Acasta, Aug. 30, 1812. Schooner Eleanor, of 66 tons, from Porto Rico, bound to Newhaven, captured by the Africa and Shannon, July 31, 1812; burnt at sea by order of the commanding officer. Brig Mary Elizabeth, of 167 tons, from St. Ubes, bound to Portland, in ballast, with specie, captured by the Indian, July 8, 1812. Ship Doris, of 202 tons, from Londonderry, bound to Philadelphia, in ballast, captured by the Nymph, Aug. 28, 1812. Ship Fabius, of 460 tons, from Amelia Islands, bound to Portsmouth, laden with timber, captured by the Shannon, Sept. 6, 1812. Schooner Patriot, of 140 tons, from Norfolk, bound to Lisbon, laden with flour, peas, and beans, captured by the Acasta, Aug. 20, 1812. Ship Factor, of 291 tons, from Oporto, bound to Norfolk, laden with wine, jewellery, and dollars, captured by the Liverpool Packet privateer, Sept. 7, 1812. Schooner Friendship, of 98 tons, from Charleston, bound to New York, laden with cotton, captured by the Belvidera, Sept. 11, 1812. Ship Benjamin Franklin, of 270 tons, from Liverpool bound to Philadelphia, detained by the Collector, at Halifax, July 9, 1812. Schooner Little Joe, of 71 tons, from Boston, bound to New York, laden with gum, pepper, hops, &c. captured by the Liverpool Packet privateer, Oct. 17, 1812. Schooner Four Brothers, 134 tons, from Machias, bound to New York, laden with boards, captured by ditto, Oct. 16, 1812. Schooner Anson, of 97 tons, from Boston, bound to Baltimore, laden with earthenware, salt, &c. captured by ditto, October 19, 1812. Schooner Union, of 105 tons, from Philadelphia, bound to Kenebech, laden with corn, flour, and other articles, captured by ditto, October 14, 1812. Schooner Polly, of 85 tons, from Charleston, bound to Boston, laden with rice, cotton, shoes, and tanned leather, captured by ditto, same date. Schooner Julian, of 80 tons, from Boston, bound to New York, laden with salt, oil, and fish, captured by ditto, Nov. 13, 1812. Schooner New Foye, of 47 tons, from New York, bound to Boston, laden with sugar, earthenware, varnish, and other articles, captured by ditto, Nov. 11, 1812. Schooner Lucretia, of 97 tons, from Boston, bound to Savannah, laden with beef, soap, candles, and other merchandise, captured by ditto, same date. Edward and Hiram, of 108 tons, from Nantucket, bound to Kennebech, with passengers and baggage, captured by ditto, Nov. 10, 1812. Brig Economy, of 80 tons, from Alexandria, bound to Boston, laden with flour, corn, and rye, captured by ditto, Nov. 13, 1812. Schooner Three Friends, of 75 tons, from Baltimore, bound to Boston, laden with corn, flour, and hemp, captured by ditto, Dec. 18. 1812. Schooner Chace, of 98 tons, from Portland, bound to Norfolk, laden with lumber, captured by ditto, Dec. 9, 1812. Schooner Fenelon, of 109 tons, from Baltimore, bound to Boston, laden with corn flour, captured by ditto, Dec. 16, 1812. Schooner Two Friends, of 33 tons, from Baltimore bound to Boston, laden with flour and tobacco, captured by ditto, Dec. 17, 1812. Sloop Susan, of 39 tons, from Alexandria, bound to Boston, laden with flour, captured by ditto, same date. Schooner Columbia, of 87 tons, from Richmond, bound to Boston, laden with flour and tobacco, captured by ditto, Dec. 18, 1812. Schooner Dove, of 77 tons, from Philadelphia, bound to Gloster, laden

with corn and oats, captured by ditto, Dec. 17, 1812. Schooner Eliza, of 90 tons, from Philadelphia, bound to Boston, laden with pig-iron, 16 nine-pounders, gin, flour, dry goods, and sundry other articles, captured by ditto, Dec. 30, 1812. Schooner Fortune, of 114 tons, from Machias, bound to Boston, laden with boards and rum, captured by the General Smith privateer, Aug. 28, 1812. Brig Renard, of 182 tons, from Salem, bound to Lisbon, laden with flour and some fish, captured by ditto, Oct. 10, 1812. Schooner Lydia, of 89 tons, from Buckstown, bound to Baltimore, laden with boards and fish, captured by ditto, Oct. 24, 1812.

APRIL 6, 1813.

Copy of a Letter from Captain Salt, of H. M. S. Unicorn, addressed to Rear-admiral Sir Harry Neale, and transmitted by Admiral Lord Keith to John Wilson Croker, Esq.

SIR, *H. M. S. Unicorn, March* 30, 1813.

I beg leave to acquaint you, that H. M. Ships Unicorn and Stag captured this day, in latitude 48° 30′ N. and longitude 6° 30′ W. the French privateer ship Miquelonnaise, belonging to St. Maloes, pierced for 20 guns; mounted, two long 12-pounders, eight long six-pounders, and eight 12-pound carronades, with a complement of 130 men, out four days from Quimper; had taken a small brig, the Alexander, from London, bound to Lisbon, with a cargo of tin and iron, which vessel she sunk. The Miquelonnaise is nearly 400 tons, only six months old, copper fastened, and is a very superior vessel of her class, and appears to be fit for H. M.'s service. H. M. S. Phœbe hove in sight at the latter part of the chase.

I have the honour to be, &c.

G. B. SALT, Captain.

APRIL 10.

Copy of a Letter from Captain Lumley, of H. M. S. Narcissus, addressed to Admiral Sir John Borlase Warren, Bart. K. B. and transmitted by the Admiral to John Wilson Croker, Esq.

H. M. S. Narcissus, off Cape St. Blare,

SIR, *Jan.* 5, 1813.

I beg leave to acquaint you, that H. M. S. Narcissus, under my command, captured last night, after a chase of fifteen hours, the American schooner letter of marque Shepherd, commanded by Mr. Robert Hart, of four guns, two of which she hove overboard in the chase, and a complement of 18 men. I have the honour to be, &c.

JNO. RICHARD LUMLEY.

Sir J. B. Warren, Bart. and K. B. Admiral of the Blue, and Commander in Chief, &c. &c.

Extract of a Letter from Captain Burdett, of H. M. S. Maidstone, addressed to Admiral Sir John Borlase Warren, Bart, K. B. and transmitted by the Admiral to John Wilson Croker, Esq.

H. M. S. Maidstone, in Lynhaven Bay,

SIR, *Chesapeake, Feb.* 14, 1813.

I take the opportunity of sending in the Statira with another convoy, of acquainting you, immediately after the departure of the Lottery schooner, with a convoy of prizes to Bermuda, we have had the good fortune of making another valuable capture with the boats of the squadron.

She proves to be the armed letter of marque Cora, of 8 guns and 40 men, 258 tons, coppered and copper-fastened; her first voyage, and esteemed the fastest schooner out of Baltimore; from Bourdeaux, laden with brandy, wine, silks, and flints, &c. &c. a cargo of great amount; I

am happy to add the squadron has suffered no loss upon this occasion from the fire of the Cora's guns. I have the honour to be, &c.

GEO. BURDETT, Captain.

N. B. The Cora is pierced for 16 guns.

To the Right Honourable Admiral Sir John B. Warren, Bart. and K. B. Commander in Chief, &c. Bermuda.

A letter has been received at this office from Mr. Edward Morgan, commander of the Viper Excise cutter, addressed to John Wilson Croker, Esq. giving an account of his having captured, on the 3d instant, off the North Foreland, La Louise French privateer, manned with 22 men, with small arms: she was first discovered at anchor in Kingsgate Bay, and, after a chase of four hours, struck to the Viper, which cutter, at the time of the capture, had only 10 men on board.

APRIL 13.

Extract of a Letter from Vice-admiral Sir Edward Pellew, Bart. Commander in Chief of H. M. Ships and Vessels in the Mediterranean, to J. W. Croker, Esq. dated on board the Caledonia, Port Mahon, March 7, 1813.

I have the honour to enclose the copy of a letter from Lord William Bentinck, enclosing the narrative of a very gallant affair on the coast of Calabria, under the direction of Captain Hall, commanding the Sicilian flotilla, which you will please to lay before their lordships.

SIR, *Palermo, February* 23, 1813.

I have the satisfaction to transmit to you the copy of a report on a very brilliant and gallant enterprise on the coast of Calabria, which reflects great honour on Brigadier Hall, commanding the flotilla, and Major Stewart, of the 75th regiment, as also on the whole of the officers and men employed under their orders.

I am sorry to add, that the service has to regret the loss of Major Stewart, of the 75th regiment, a very gallant and deserving officer.

I have, &c.

W. C. BENTINCK, Lieut. Gen.

Sir Edward Pellew, Bart, &c.

MY LORD, *Messina, February* 16, 1813.

I have the honour to inform your lordship, that since the attack of the 21st of July, the enemy had thrown up new works at Pietra Nera, and felt such confidence in their protection, that a convoy of 50 sail of armed vessels had assembled within a few days past, to transport to Naples timber and other government property. Conceiving it necessary to destroy this confidence, I submitted a proposal, which having gained your lordship's sanction, I proceeded on the night of the 14th with two divisions of the flotilla, and four companies of the 75th, under the command of Major Stewart. Light and contrary winds prevented the boats arriving until nearly day-light, when about 150 men, with an auxiliary party of seamen, under the command of Lieutenant Hunte, were landed; and Major Stewart, without waiting the arrival of the rest, pushed up immediately to the height, which we had previously concerted to occupy, and which a complete battalion, with two troops of cavalry, and two pieces of artillery, were prepared to dispute. Aware of the enemy having cavalry, I landed a detachment of the rocket corps, under the direction of Corporal Barenbach, the fire of which threw the enemy into confusion, and facilitated the approach of our troops, which charged the height in a most determined way. The enemy, however, did not abandon it until the Colonel-com-

mandant Roche, and most of his officers, were killed or made prisoners, and the height was literally covered with their dead. The division of the flotilla under Captain Imbert had now commenced a most destructive cannonade on the batteries, which held out with such obstinacy, that I was obliged to order them to be successively stormed. This service was performed by Lieutenant Le Hunte, with a party of seamen, in a very gallant style. At eight o'clock every thing was in our possession, the most valuable of the enemy's vessels and timber launched, and the rest on fire. Upwards of 150 of the enemy killed and wounded, 163 prisoners, amongst whom, is the colonel of the regiment, three of his captains, two captains of cavalry, and one of artillery, with his two guns (six-pounders), afford the best proofs of the manner in which both services did their work: very few of the enemy's cavalry escaped.

The determined manner in which Major Stewart led his men to the attack of the enemy's position, did him infinite honour, and the army will share my regret at the loss of this brave officer, who fell by a musket-shot, while with me pushing off from the shore, after the troops were embarked. Lieutenant Campbell, of the 75th, who commanded the advanced, was particularly and generally noticed; I cannot sufficiently express my admiration of the very exemplary conduct of Lieutenant Le Hunte, who was the observation of sailors and soldiers.

Colonel Robinson superintended the debarkation, and was very active. The army flotilla officer, Don Luigi Muallo, is always distinguished on these occasions: Capt. Imbert, of the Neapolitan navy, placed his division of gunboats in a manner that did him much credit. I solicit your lordship's recommendation of this officer, with Don Gesolmino Patella, and Don Pietri Trapani, to the notice of his Royal Highness the Hereditary Prince. I have the honour to annex a list of our killed and wounded on this occasion, which your Lordship will observe is very trifling, compared with the enormous loss of the enemy. This of itself speaks more for the discipline of the 75th than any eulogium which, as an officer of a different service, I can presume to bestow.

R. HALL, Capt. and Brig.

1 boatswain, 1 seaman, killed; 7 seamen wounded.

His Excellency Lord W. C. Bentinck, &c. &c. &c. Palermo.

R. HALL.

APRIL 13.

Copy of a Letter from Captain Dench, of H.M. Sloop Nautilus, addressed to Vice-admiral Sir Edward Pellew, Bart. and transmitted by the Vice-admiral to J. W. Croker, Esq.

H.M. Sloop Nautilus, off the Esquerques, Feb. 7, 1813.

SIR,

I beg leave to inform you, H.M. sloop under my command, this day captured the French privateer brig La Leonilde, mounting 14 guns (two long 18-pounders, two short twelves, two 12-pounder carronades, and eight short sixes), with a complement of 83 men. Three men were wounded, one of whom died shortly after she struck.

I have the honour to be, &c.

THOMAS DENCH, Captain.

Copy of a Letter from Captain Flin, of H.M. Sloop the Cephalus, addressed to Vice-admiral Sir Edward Pellew, Bart. and transmitted by the latter to J. W. Croker, Esq.

H.M. Sloop Cephalus, at Sea, Feb. 24, 1813.

SIR,

I beg leave to inform you, that H.M. brig under my command, captured, on the 22d instant, after a chase, to windward, of nine hours, in latitude 38 deg. 2 min. N. longitude 7 deg. 19 min. E. the French lugger privateer La

Dilligente, of Marseilles, pierced for fourteen guns, eight only mounted, six 12-pound carronades, and two sixes; four of the former were hove overboard in the chase; having a complement of 89 men, out 26 days from Marseilles, but made no capture.

I have the honour to be, &c.

EDWARD FLIN, Commander.

Vice-admiral Sir Edward Pellew has transmitted to J. W. Croker, Esq. a letter from Captain Graham, of H.M.S. Alcmene, stating the capture, by H.M. sloop Scout, on the 17th of February, off Cagliari, of La Fortune, French privateer, of three guns and thirty-six men; three days from Tunis.

Extract of a Letter from Captain Harris, of H.M.S. the Belle Poule, to Admiral Lord Keith, transmitted by his Lordship to J. W. Croker, Esq.

Belle Poule, at Sea, April 4, 1813.

I have much satisfaction in reporting, that I yesterday, after a chase of nine hours, captured the Grand Napoleon, the largest and most esteemed schooner that has sailed from America; she is 29 days from New York, bound to Bourdeaux, with a valuable cargo on board, is a new vessel, measuring 305 tons, pierced for twenty-two guns, mounting only four; has a complement of thirty-two men, is copper-fastened, and in every respect one of the finest vessels I ever saw.

APRIL 20, 1813.

Letters, of which the following are Copies and Extract, have been transmitted to this Office by Rear-Admiral Dixon, addressed to J. W. Croker, Esq. by Lieutenant Chads, late First Lieutenant of H.M.S. Java.

United States Frigate Constitution, off St. Salvador,

SIR, *Dec.* 31, 1812.

It is with deep regret that I write you, for the information of the Lords Commissioners of the Admiralty, that H.M.S. Java is no more, after sustaining an action on the 29th instant, for several hours, with the American frigate, Constitution, which resulted in the capture and ultimate destruction of H.M.S. Captain Lambert being dangerously wounded in the height of the action, the melancholy task of writing the detail devolves on me.

On the morning of the 29th instant, at 8 A. M. off St. Salvador (coast of Brazil), the wind at N.E. we perceived a strange sail; made all sail in chase, and soon made her out to be a large frigate; at noon prepared for action, the chase not answering our private signals, and tacking towards us under easy sail: when about four miles distant she made a signal, and immediately tacked and made all sail away upon the wind. We soon found we had the advantage of her in sailing, and came up with her fast, when she hoisted American colours: she then bore about three points on our lee bow. At fifty minutes past one P.M. the enemy shortened sail, upon which we bore down upon her; at ten minutes past two, when about half a mile distant, she opened her fire, giving us her larboard broadside which was not returned till we were close on her weather bow. Both ships now manœuvred to obtain advantageous positions, our opponent evidently avoiding close action, and firing high to disable our masts, in which he succeeded too well, having shot away the head of our bowsprit, with the jib-boom, and our running rigging so much cut as to prevent our preserving the weather gage.

At five minutes past three, finding the enemy's raking fire extremely heavy, Captain Lambert ordered the ship to be laid on board, in which we should have succeeded, had not our fore-mast been shot away at this moment, the remains of our bowsprit passing over his taffrail; shortly after this the maintop-mast went, leaving the ship totally unmanageable, with most of our starboard guns rendered useless from the wreck lying over them.

At half past three our gallant captain received a dangerous wound in the breast, and was carried below; from this time we could not fire more than two or three guns until a quarter past four, when our mizen-mast was shot away; the ship then fell off a little, and brought many of our starboard guns to bear: the enemy's rigging was so much cut that he could not now avoid shooting a-head, which brought us fairly broadside and broadside. Our main-yard now went in the slings, both ships continued engaged in this manner till thirty-five minutes past four, we frequently on fire in consequence of the wreck lying on the side engaged. Our opponent now made sail a-head out of gun-shot, where he remained an hour repairing his damages, leaving us an unmanageable wreck, with only the main-mast left, and that tottering. Every exertion was made by us during this interval to place the ship in a state to renew the action. We succeeded in clearing the wreck of our masts from our guns, a sail was set on the stumps of the fore-mast and bowsprit, the weather half of the main-yard remaining aloft, the main-tack was got forward in the hope of getting the ship before the wind, our helm being still perfect; the effort unfortunately proved ineffectual, from the main-mast falling over the side, from the heavy rolling of the ship, which nearly covered the whole of our starboard guns. We still waited the attack of the enemy, he now standing towards us for that purpose; on his coming nearly within hail of us, and from his manœuvre perceiving he intended a position a head where he could rake us without a possibility of our returning a shot; I then consulted the officers, who agreed with myself that our having a great part of our crew killed and wounded, our bowsprit and three masts gone, several guns useless, we should not be justified in wasting the lives of more of those remaining, who I hope their lordships and the country will think have bravely defended his Majesty's ship; under these circumstances, however reluctantly, at fifty minutes past five, our colours were lowered from the stump of the mizen-mast, and we were taken possession of, a little after six, by the American frigate Constitution, commanded by Commodore Bainbridge, who, immediately after ascertaining the state of the ship, resolved on burning her, which we had the satisfaction of seeing done as soon as the wounded were removed. Annexed I send you a return of the killed and wounded, and it is with pain I perceive it so numerous; also a statement of the comparative force of the two ships; when I hope their lordships will not think the British flag tarnished, although success has not attended us. It would be presumptuous in me to speak of Captain Lambert's merits, who, though still in danger from his wound, we still entertain the greatest hopes of his being restored to the service and his country.

It is most gratifying to my feelings to notice the gallantry of every officer, seaman, and marine on board; in justice to the officers, I beg leave to mention them individually. I can never speak too highly of the able exertions of Lieutenants Hevingham and Buchanan, and also Mr. Robinson, master, who was severely wounded, and Lieutenants Mercer and Davis of the royal marines, the latter of whom also was severely wounded. To Captain John Marshall, R.N. who was a passenger, I am particularly obliged for his exertions and advice throughout the action. To Lieutenant Aplin, who was on the main deck, and Lieutenant Saunders, who commanded on the forecastle, I also return my thanks. I cannot but notice the good conduct of the mates and midshipmen, many of whom are killed, and the greater part wounded. To Mr. T. C. Jones, surgeon, and his assistants, every praise is due for their unwearied assiduity in the care of the wounded. Lieutenant-general Hislop, Major Walker, and Captain Wood, of his staff, the latter of whom was severely wounded, were solicitous to assist and remain on the quarter-deck. I cannot conclude this letter without expressing my grateful acknowledgments, thus publicly, for the gene-

rous treatment Captain Lambert and his officers have experienced from our gallant enemy, Commodore Bainbridge, and his officers.

I have the honour to be, &c.

HY. D. CHADS, First Lieutenant of his Majesty's late Ship Java.

P. S. The Constitution has also suffered severely both in her rigging and men, having her fore and mizen-masts, maintop-mast, both maintopsail-yards, spanker-boom, gaff, and trysail-mast badly shot, and the greatest part of the standing rigging very much damaged, with ten men killed, the commodore, fifth lieutenant, and forty-six men wounded, four of whom are since dead.

Force of the Two Ships.

JAVA.

28 long eighteen-pounders.
16 carronades, thirty-two-pounders.
2 long nine-pounders.

46 guns

Weight of metal, 1034 lb.
Ship's company and supernumeraries, 377.

CONSTITUTION

32 long twenty-four-pounders.
22 carronades, thirty-two-pounders.
1 carronade, eighteen-pounder.

55 guns.

Weight of metal, 1490lb.
Crew, 480.

A List of Killed and Wounded of H.M.S. Java, in action with the United States' Frigate Constitution, on the 29th of December 1812.

KILLED.

Charles Jones, mate; Thomas Hammond, ditto; William Gascoigne, ditto; William Salmond, midshipman; Edward Keele, ditto; Thomas Joseph Matthias, supernumerary clerk; William Hichans, quarter-master; James Fagan, ditto; James Langford, landman; Charles Samuel, able seaman; William Clarke, landman; William Weston, captain of the after-guard; George Woodward, landman; Thomas Card, able seaman; Jacob Bouch, ditto; David Harrogan, boatswain's-mate; John Dunn, supernumerary; William Ainton, ditto; Carl Schmidt, private, royal marine; Matthew M'Clew, ditto; John Doel, ditto; George Taylor, ditto.

Wounded.—Henry Lambert, captain, dangerously, (since dead); H. D. Chads, first lieutenant, slightly; Batty Robinson, master, severely; James Humble, boatswain, dangerously; Charles Keele, midshipman, severely; Martin Burke, midshipman, ditto; Frederick Morton, midshipman, ditto; James West, midshipman, slightly; William Roberts, quarter gunner, dangerously; George Fells, able seaman, ditto; John Anson, able seaman, severely; Joseph Allen, landman, do; Henry Burnett, able seaman; dangerously, Timothy Dayley, landman, severely; John Kelly, landman, ditto; John Russell, ordinary seaman, dangerously; Thomas Portes, landman, severely; Luigne, P. Guithard, ordinary seaman, ditto; Thomas Platt, able seaman, ditto; David Anderson, able seaman, slightly; Joseph Harper, able seaman, ditto; John Brennan, captain of the after-guard, severely; Peter Bogarth, able seaman, ditto; James Hooker, ordinary seaman, ditto; Thomas Blakey, captain of the maintop ditto; James Smith, (3), ordinary seaman, ditto; James Hannans, armourer, ditto; Samuel Warren, able seaman, dangerously, (since dead); Peter Sanders, captain

of the foretop, severely; James Smith, (2), ordinary seaman, ditto; John Casey, ordinary seaman, slightly; John Smith, ordinary seaman, ditto, John Cotterell ordinary seaman, ditto; Anthony Cruize, ordinary seaman, severely; William Robson, ordinary seaman, ditto; Henry Norton, landman, slightly; James Whybrow, landman, ditto; John Ward, landman, ditto; William Ansley, ordinary seaman, severely; Alexander Fowles, able seaman, ditto; Robert Blackmore, quarter-master, slightly; Thomas Smith, able seaman, ditto; Charles Speadz, captain of the forecastle, severely; Mark Darby, boatswain's-mate, slightly; Thomas Waller, landman, ditto; John Robinson, captain of the foretop, severely; Benjamin Leech, able seaman, slightly; James Murray, ordinary seaman, ditto; John Treagary, landman, severely; John Williams, (1), ordinary seaman, ditto; Colin Kerr, carpenter's-crew, slightly; Dennis Harrington, landman, severely; Armd Gellichsen, able seaman, slightly; James Debnie, landman, ditto; Barusta M. Stanhough, landman, ditto; John Sharp, able seaman, ditto; Richard Shaw, ordinary seaman, ditto; Pedro Rodrigues, ordinary seaman, ditto; John Lafiette, ordinary seaman, slightly; William Woolfe, ordinary seaman, ditto; Martin Kain, able seaman, ditto; Richard Whittington, landman, ditto; Den. Handling, landman, ditto; William Roberts, boy, severely; George Herne, boy, slightly; Benjamin Pauling, boy, ditto; John Moriarty, boy, ditto.

Royal Marines.—David Davies, second lieutenant, severely; David Ellis, serjeant, slightly; David Bennett, serjeant, severely; David Johnson, corporal, ditto; David Kellows, corporal, ditto; David Houlder, private, ditto; David Dogmore, private, slightly; David Wood, private, severely; James Ford, private, ditto; Matthew Cook, private, ditto; Charles Rankenburgh, private, slightly; Thomas Lewis, private, severely; William Golightly, private, ditto; Jos. Baxter, private, ditto; John Williams, private, slightly; George Wilson, private, severely; Thomas Powell, private, slightly; Thomas M'Stale, private, ditto; Joseph Thompkins, private, severely; William Read, private, ditto; Samuel Bailey, private, ditto; William Corman, private, ditto.

Supernumeraries.—John Marshal, captain, slightly; James Saunders, lieutenant, ditto; J. T. Wood, captain, and aide-de-camp to General Hislop, severely; William Brown, mate, severely; Henry Assea, seaman, slightly; Samuel Swift, seaman, ditto; John Jue, seaman, ditto; Robert Spence, seaman, ditto; William Dixon, seamen, severely; Daniel Hayes, seaman, ditto; Samuel Clarke, seaman, ditto; John Fletcher, seaman, ditto; Henry Frazer, seaman, ditto.

THOS. COOKE JONES, Surgeon.
2d January. H. D. CHADS, First Lieutenant.

(EXTRACT.)

St. Salvador, Brazil, Jan. 4, 1813.

I am sorry to find the Americans did not behave with the same liberality towards the crew that the officers experienced: on the contrary, they were pillaged of almost every thing, and kept in irons.

SIR, *St. Salvador, Brazil, Jan.* 5, 1813.

With the deepest sorrow I have to inform you of the death of Captain Lambert, on the 4th of January, of the wounds he received in the action with the Constitution American frigate; in him the country has lost a most gallant and valuable officer; and myself (who have served under his command some years), the officers and crew, a kind friend.

His remains were interred on the 5th of January with military honours, in Fort St. Pedro; and it is with much satisfaction I add, that every respect was shewn on this occasion by his Excellency the Conde Dos Arcas (Governor), and the Portuguese in general.

I have the honour to be, &c.

H. D. CHADS, First Lieutenant of his
J. W. Croker, Esq. Majesty's late Ship Java.

Promotions and Appointments.

Admirals and Captains appointed.

Sir Richard King, to be port-admiral at Mahon, *vice* Laugharne.

Rear-admiral William Hargood, to be commander-in-chief at the Islands of Guernsey and Jersey.

Rear-admiral E. J. Foote succeeds Admiral Hargood as port-admiral at Portsmouth.

Rear-admiral E. Griffiths is appointed port-admiral at Halifax, Nova Scotia, and to superintend the service on the Lakes in Canada.

Rear admiral Browne is appointed commander-in-chief at Jamaica, *vice* Sterling.

Captains.—Lieutenant William Case, to act as captain of the Hecate, in India; Captain R. H. Pearson, to the Benbow; Thomas Usher, to the Undaunted; William Stewart, to be captain to Sir Richard King, in the Milford; John Purvis, to the Thames; Charles Napier, to the Euryalus; John Peyton, to the Ganymede; Peter Rye, to the Ceylon; James Bremer, to be agent for transports and prisoners of war at Jamaica; Edward Lyons, to the Rinaldo; Thomas Dutton, to the Pincher; James Pringle, of the Sparrowhawk, posted; G. A. Byron, to the Woodlark; Thomas B. Clowes, to the Sparrowhawk; James Sterling, to the Bruizer; R. Barrie, to the Dragon; F. A. Collier, to the Grampus; Andrew King, to the Iphigenia; William Hamilton, to the Rainbow; J. M. Hanchett, to the Diadem; R. Mainwaring, to the Paulina; A. R. Sharpe, to the Hyacinth; J. F. C. Mainwaring, to the Royal George; G. E. Watts, of the Woodlark, to the Jaseur.

Lieutenants, &c. appointed.

John Archer, to the Jalouse; Hon. C. O. Bridgeman, to the Bellerophon; Michael Babb, to the Defiance; E. Barnard, to be flag-lieutenant to Sir Richard King, Bart.; James Crooke (1), to the Diomede; C. C. Crespigny, to be a commander, and to the Gorgon H. S.; J. C. Chesnaque, to the Goree; F. W. Cecil, to the Argo; E. S. Cotgrave, to the Pique; R. Crawford, to the Amelia; James R. Drew, to the Fortunée; E. B. Davison, to the Gladiator; Robert R. Felix, to the Elephant; Alexander Gallaway, to the Thracian; Thomas Gahagan, to the Mulgrave; E. Goodlad, to be a lieutenant; Robert Hay, to the Albion; Joseph Hume, to be a lieutenant; Herbert John Jones, to the Sultan; W. R. Jackson, to the Defiance; Samuel Kyle, to be lieutenant-governor of Madras Hospital; W. Knight and James Lambert, to the Experiment; John Leith, to the Ardent; William Malone (2), to the Majestic; R. T. Milbourne, to be a lieutenant; E. Robinson, to the Amelia; F. Roberts, to the Derwent; W. Smith (2), to the Majestic; James G. Stuart, to the Sultan; W. Snell, to the Fervent; John White (2), to the Heron; Thomas Williamson, to the Adamant.

Pursers.—John T. Goble, to the Niger; M. Godfree, to the Ardent; James Miller, to the Majestic; R. M. Wichell, to the Majestic; W. Christy, to the Northumberland; R. Diddam, to the Pactolus; J. Jacob, to the Meander; C. Pritchard, to the Falmouth; W. Haggerty, to the Tiber; T. Rowley, to the Galgo; D. Irwin, to the Flamer; Robert M. Ross, to the Jaseur.

Chaplain.—Rev. David Evans, to be chaplain of the Royal Hospital at Haslar, near Gosport.

Masters.—H. Lanyon, to the Asia; T. Henderson, to the York; W. Williams, to the Majestic; A. Leach, to the Primrose; A. Campbell, to the Jaseur; A. Cannon, to the Loire; J. Burnett, to the Boyne; L. Nicholas, to the Alonzo; M. Davison, to the Ringdove;

W. Bryden, to the Mulgrave; N. Tinmouth, to the Pembroke; E. Hankin, to the Tyrian; T. Porter, to the Dauntless; R. Pullman, to the Ville de Paris; W. Huntley, to the Nimble; J. Jarvis, to the Diadem; J. Bates, to the Queen; J. Willins, to the Raven.

A List of Midshipmen who have passed for Lieutenants in April.

Sheerness.—J. Bluett, R. Lowe, C. Fayerman, W. N. Baker, W. Crellier, J. M'Coy, J. Pengelly, J. Hallowes, N.W. Ogle, J. Ford, W. Venus, J. Carter, W. Daniel.

Portsmouth.—W. Auley, S. Ramsey, W. Pope, W. Brodie, E. Robinson.

Plymouth.—J. Hake, R. Jervis, A. Haworth, D. Henderson, C. Sutton, J. Grayden, T. Howard, G. Mudge.

Surgeons, &c. appointed.

R. H. M'Gee, promoted and appointed to the Cephalus. Seniority 20th September 1812.

J. Corsan, to the Decouverte. Seniority, 25th March 1813.

D. Nichol, to the Morne Fortunée. Seniority, 24th March 1813.

R. M. Ford, to the Kangaroo. Seniority, 28th December 1812.

E. Scott, to the Sparrowhawk; N. Roche, to the Crocodile; A. Barrie, to the Garland; D. Kennedy, to the Jaseur; William Warner, to the Ville de Paris; Robert Johnston, to the Boyne; William Carroll, to the Ardent; William Dryden, to the Pheasant; Neil Smith, to the Pegase prison hospital ship; A. Robertson (2), to the Cretan; R. M. Cockerell, to the North Star.

Dr. W. B. Smith, to succeed Dr. Veitch as surgeon of the Naval Hospital at Antigua.

Assistant-Surgeons, &c. appointed.

W. T. Crane, to the Holly schooner; John Walker, to the Colossus; Thomas Burton, to the Gladiator; J. Cook, as a supernumerary to the Jamaica station; John Greigh, to the Bellerophon; T. Cameron and James Cook, to the Ville de Paris; E. D. Lewis and A. Campbell, to the Boyne; A. Hutchison, to the Archer G.B.; Matthew Anderson, as a supernumerary to the Halifax station; John M'Donald, to the Bacchante; P. Magorven, to the Dolphin; J. Thompson, to the Dryad; W. F. Hawke, hospital mate at Plymouth, to the Bellerophon; Robert Halkett, to the Rippon; G. Imlay, to the Namur; William Clarke, to be hospital mate at Plymouth Hospital; J. Thompson, to the Queen Charlotte; A. Warner, as a supernumerary to the East Indies; Maurice Roberts, to the Sultan; James Stewart, to the Namur; A. Annandale, as a supernumerary to the East Indies; J. H. Jones, to the Benbow; Charles Sherratt, to the Nimble cutter.

BIRTHS.

Lately, at Leith, the lady of the late Captain Robb, of H.M. sloop Apelles, of a daughter.

At Bowgyherre, Cornwall, the lady of Dr. Parkin, of the Royal William, of a son.

At Bath, the lady of Captain Fitzgerald, R.N. of a son.

April 1, the lady of Captain George Fowke, of the Royal William, of a daughter.

MARRIAGES.

Lately, at Walmer, Kent, Lieutenant W. P. Wade, R.N. to Mrs. Wilson, of Marlborough.

At Honiton, Mr. Westcott, brother to Captain Westcott, who so gloriously fell at the battle of the Nile, to Miss Lee.

February 9, at Cronstadt, in Russia, Mr. John Hembry, merchant, of Archangel, to Miss Harriott Elliott, daughter of Rear-admiral Elliott, of the Russian navy.

March 30, at St. George's, Hanover-square, Captain E. Fellowes, R.N. to Miss Benyon, eldest daughter of the late R. Benyon, Esq. M.P. for Peterborough.

April 6, Mr. S. Wise, of Maidstone, to Miss Orrock, daughter of the late Captain Orrock, R.N.

OBITUARY.

Lately, at Honiton, Mrs. Westcott, mother to Captain Westcott, who fell at the Nile, aged 82 years.

November 1, 1812, at Lerwick, in Shetland, after a long and painful illness, which he bore with great resignation, George Ross, Esq. a commander in the royal navy, for which rank he received his commission in the year 1798.—Captain Ross formerly served in the expedition to Egypt, and had a command in the sea-fencible service, his district being the Frith of Forth.—This officer had served his country faithfully for nearly forty years.

December 24, Mr. Hall Veitch, assistant-surgeon of H.M. gun-brig Fancy.

February 21, at St. Petersburgh, Vice-admiral William Bentinck.

February 28, at Cadiz, Mr. Walter Macey, purser of H.M.S. Stately.

March 1, at Brompton, Mr. Alexander Forbitt, aged 31, of the fever caught in attending the sick of the Russian fleet.

March 10, at sea, on board of H.M.S. Bedford, Miss Matilda Walker, eldest daughter of Captain James Walker, of that ship.

March 18, at Bristol, Captain John Philips, R.N. aged 48 years, regulating-officer of that port, the youngest son of the late Frederick Philips, Esq. of Philipsborough, New York, North America, who brought up his five sons in the service of Great Britain, and who, in consequence of his unshaken attachment to his sovereign, lost his immense possessions in North America. Captain Philips early distinguished himself in the navy—was in thirteen different engagements—and in the memorable action off Camperdown, October 11, 1797, he most particularly signalized himself, as first-lieutenant on board H.M.S. Ardent, and for his bravery received Lord Duncan's thanks, and was immediately promoted. His private virtues were equal to his public character, and he died sincerely and deservedly lamented by his family and numerous friends. His remains were interred with military honours in St. Paul's church, in the presence of an immense concourse of spectators. The procession was arranged and conducted by Lieutenant Joshua Rowe, R.N. and did him great credit. The Enchantress sloop of war, lying at Pill, fired minute guns during the procession; the Union jack was hoisted half-staff on the church; when the body was deposited in the ground, the whole of the troops fired three vollies; the bands played a solemn dirge between each volley.

March 21, after a lingering illness, Mrs. Petley, wife of Lieutenant Petley, R.N.

March 22, John Shields, Esq. of Lower Mount-street, Dublin, father to Mr. W. Shields, surgeon of H.M.S. Princess.

March 23, at West Cowes, Mrs. Ratsey, aged 72 years, wife of Lieutenant Robert Ratsey, R.N.

March 24, at Christchurch, Captain James Noyce, R.N.

March 26, at Lisbon, Charlotte-Margaret, wife of Lieutenant colonel Jackson, of the Guards, and sister to Captain T. Maling, late of the Mulgrave.

Capt.N Edwards, Lloyd Granville R.N

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BIOGRAPHICAL MEMOIR

OF

CAPTAIN EDWARDS LLOYD GRAHAM,

OF H.M.S. ÀLCMENE.

"It is not the magnitude of the object that makes courage or zeal conspicuous, or merit more apparent: the private captain, in fighting even a sloop of war, may manifest that professional skill and ability, which shall hereafter point him out to his country, as qualified to be entrusted with her highest and most important commands."—*(Beatson's Naval and Military Memoirs).*

THE following is an imperfect outline of the public services of an officer, who has been brought up under the first characters in the British navy; and who, without a compliment, stands amidst the foremost of those men, from whose professional exertions our country may expect to support the glory and protecting power of the British flag. It has been furnished by a person who sailed with him; and we trust its insertion will neither offend his delicacy or that of his family.

Captain Graham is the son of Aaron Graham, Esq. well known and deservedly respected, for his integrity and vigilance as a police magistrate. Captain Graham was born in London, and received his christian names of Edwards and Lloyd, from his grandfathers, Rear-admiral Richard Edwards, governor of Newfoundland, and the celebrated Captain Thomas Lloyd, well known in the political world as the friend of Lord Lansdown, Lord St. Vincent, and Mr. Fox. We do not exactly know with whom Captain Graham went first to sea; but he was on board the Triumph, of 74 guns, Captain Sir Erasmus Gower, and sailed in that ship to join the Channel fleet, under the command of the gallant Cornwallis. He was accordingly present at the masterly retreat of the Western Squadron, which that distinguished admiral conducted before the superior force of the French, under the command of Admiral Villaret de Joyeuse. In the small collection of Letters on Service, brought forward some time since under the sanction of Admiral Lord Radstock, which contains the official accounts of *the great victories and gallant exploits of the British fleets during the last and present war*, andwere published, as those in

the NAVAL CHRONICLE have been ever since the year 1799, for the information and encouragement of our seamen; the following observation was inserted respecting this masterly retreat of Admiral Cornwallis: *

"By the prospectus it will have appeared, that it was intended to confine this publication to the selection of our great naval victories only; but in justice to the highly distinguished merit of the illustrious and gallant admiral, who has so ably, and with such unexampled perseverance commanded the Channel Fleet, it has been considered improper to omit the account, which he transmitted to the Admiralty, of his unparalleled retreat with five ships of the line, and two frigates,† in the face of 13 ships of the line, 14 frigates, and two brigs of the enemy, commanded by as great a naval officer, as any that has graced the French marine. This extraordinary proof of the superior skill, judgment, and gallantry of Admiral Cornwallis, though certainly not a victory, is of so distinguished a nature as to entitle it to a place amongst the most remarkable and most glorious exploits of the British navy; and will render the name of Cornwallis dear to the latest posterity."—The Mars, and Triumph, being the sternmost ships, were of course more exposed to the enemy's fire: *and I cannot*, said the admiral, *too much commend the spirited conduct of Sir C. Cotton and Sir E. Gower, the captains of those ships.*

The skill that was thus displayed, made a deeper impression on the minds of professional men, than on the public at large; and it will be the duty of the future historian, and more particularly of a work that has been announced under the title of 'Naval Records,' to bear this remark in their recollection. Mr. Graham could not witness such a scene, without feeling that increase of zeal and energy it was so admirably calculated to impart: he con-

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* In Vol. VII. N. C. will be found the memoir and portrait of this officer, and a view of the retreat alluded to above.

† ROYAL SOVEREIGN, Admiral Cornwallis, Captain Whitby.
MARS, Captain Sir C. Cotton, Bart.
TRIUMPH, Captain Sir E. Gower.
BRUNSWICK, Captain Lord W. Fitzgerald.
BELLEROPHON, Captain Lord Cranstown.
PHAETON, Captain Hon. R. Stopford.
PALLAS, Captain Curzon.

tinued attached to the Channel Fleet until the month of January, 1797, when he went on board that well known ship the Indefatigable, Captain Sir E. Pellew, under whose vigilant eye and great nautical experience he was in due time advanced to the rank of lieutenant.

In the Indefatigable, Lieutenant Graham served during four years, and was constantly employed on the most critical and perilous service in annoying and baffling the enemy. No ship ever merited her name more than the Indefatigable, and it is to be wished that some naval muse would render her name as classical as that of the Arethusa. During one night in the month of December, 1798, she actually drifted through the Saints, off Brest; an enterprise unheard of before. The other lieutenants of the Indefatigable at that time, were, ——Norway, first, and George Bell, second; master, John Gaze: both of these lieutenants have since been advanced to the rank of commanders; and the second, Mr. Bell, accompanied Sir Edward in the Culloden, to the East Indies. During the latter part of Lieutenant Graham's four years service in the Indefatigable, she was commanded by the Hon. Henry Curzon. After leaving this ship, on account of ill health, our young officer returned to his duty, strengthened by a short interval of rest, on board the Windsor Castle, then commanded by Admiral Sir A. Mitchell, Captain Oughton; and continuing for six weeks on this tedious and monotonous service, whence our country derives such essential benefit, and our naval officers so little credit or advantage, Lieutenant Graham was then obliged, by ill health, again to go on shore.

The ill health of Lieutenant Graham not being removed, he remained on shore until the autumn of the same year, 1801; when he appears to have embarked with Sir Erasmus Gower, on board his flag-ship, the Princess Royal. At the ensuing peace, in 1802, on that ship being paid off, our lieutenant was deservedly advanced to the rank of commander, by the Earl St. Vincent, who then presided at the Board.

Captain Graham remained unemployed for nearly two years after his promotion, until the month of October, 1803; when he was appointed by Lord St. Vincent to the Zephyr brig, of ten 4-pounders, then lying at Woolwich. This ship was first stationed off Margate, with some others, under the command of Lord

Keith, to guard the entrances of the Thames from the boasted threats of the enemy. On that service, Captain Graham remained, until the month of April in the ensuing year, 1804, when he was detached to cruise after the numerous French privateers off Beachy Head, which had made great depredations on our commerce. Towards the end of that month, the Zephyr fell in with two French lugger privateers, of 16 guns each, between Beachy Head and Dieppe; both of which, notwithstanding their vast disparity of force, he ably engaged, in a running fight, for upwards of an hour.

As a work, already noticed, has been announced, styled 'Naval Records,' whose purport would be to give engravings from designs by that eminent marine painter, Pocock, of all the principal sea engagements since 1793; we shall endeavour to furnish such an account of this first action of Captain Graham's, as may enable the above mentioned artist to commemorate it as it deserves. The wind was at N.N.W. and on the starboard quarter; the Zephyr was standing from the English coast towards Dieppe, with her fore-top-mast and top-gallant studding sails set — the French luggers, with their three lug-sails, and main-top-mast stay-sails, one on each bow. The approach of night, and his being so very near the French shore, alone prevented Captain Graham from capturing one, if not both of his opponents.

He continued to command the Zephyr brig, on the same station, until the month of May, when he was advanced to post rank by Earl St. Vincent, on that nobleman's leaving his situation at the Admiralty. Captain Graham, afterwards, remained unemployed, until the month of July, 1806; when he was appointed by Lord Howick to the Vestal frigate, of 28 guns, then on the Boulogne station; where she had previously been commanded by Captain Stephen Thomas Digby.

The first services of the Vestal, after Captain Graham had joined, consisted in a most arduous and perilous watching of the proceedings of the French flotilla at Boulogne; against which every endeavour had been previously made, by the commander-in-chief, Lord Keith, during the preceding years, 1804, and 1805: in order, as he expressed it in his letter* to the Admiralty, "to

* Dated Monarch, off Boulogne, see NAVAL CHRONICLE, Vol. XII. page 314, for 1804.

ascertain the most effectual mode of annoying the enemy's flotilla at their anchorages, in front of their ports, under the protection of their land batteries."—In the first experiment, on a limited scale, which his lordship directed to be made during the autumn of 1804, "of the means of attack which had been provided," the following officers were mentioned by Lord Keith, as having had the charge of the explosion vessels:

CAPTAINS. Macleod, of the Sulphur.—Jackson, of the Autumn.—Edwards, of the Fury.—Collard, of the Railleur.—Searle, of the Helder Defence Ship.

LIEUTENANTS. Stewart, of the Monarch.—Lowry, of the Leopard.—Payne, of the Immortalité.—Templer, of the Sulphur.

MIDSHIPMAN. Mr. Bartholomew, of the Inflexible.

Captains Winthorp, of the Ardent, and Owen, of the Immortalité, most zealously and usefully superintended the operations from the southward, and the Hon. Captain Blackwood, of the Euryalus, from the northward.

With these officers, Captain Graham was now associated, and principally under the command of his vigilant and eminent Commodore, E. W. C. R. Owen, in the Clyde frigate. Neither the peculiar nature of their service, nor the able manner in which it was so long carried on, have been sufficiently estimated by our countrymen. We shall, therefore, in justice to these officers, here insert Lord Keith's own words, as inserted in his official letter, dated October, 1804.

"The conduct of the officers and men, who have been employed on this occasion, deserves my highest commendation: I cannot more forcibly impress their merits upon their lordships' attention, than by remarking, that the service was undertaken, not only in the face of, and immediately under the whole line of the enemies land batteries, and their field artillery and musketry, upon the coast; but also, under that of upwards of one hundred and fifty armed vessels, ranged round the inner side of the bay; and that the officers and men who could so deliberately and resolutely advance into the midst of the flotilla, under such circumstances, *must be considered worthy of being entrusted with the performance of any service, however difficult or dangerous it may appear to*

be; and, consequently, to be highly deserving of their lordships' protection."

This liberal praise, then bestowed by the commander-in-chief on the officers off Boulogne in 1804, was equally merited by Captain Graham, and other of our brave seamen, who afterwards were attached to the same service. Its determined prolongation, demanded a fortitude and patience, and a daring enterprise, superior to what appears in the shorter duration of an action between single ships, or in the more brilliant achievements of a general engagement. These assaults on the enemy were chiefly undertaken in the night; when, from its being difficult, if not impossible, to ascertain the precise injury that was done to the flotilla, our country did not attach that value and importance to the perilous service, which it deserved. A single gun-brig, as in the case of the Locust, Lieutenant Lake, was often appointed *to cover the boats—by keeping so close in, as to draw all the fire of the enemy upon that single vessel.*

In the succeeding exertions of Commodore Owen against the Boulogne flotilla, during the year 1806, when Colonel Congreve's rockets were used against the enemy, Captain Graham bore a very active and distinguished part. A false notice of that attack, was inserted in the French papers:—"In the night between the 8th and 9th of October, the English made an attempt on Boulogne, with a new species of infernal machines. If they wished to make a noise, they succeeded; for all the letters agree that there was a dreadful clatter; but they also state, *that no person was killed or wounded.*" The following is the general memorandum, which the commodore afterwards addressed to the respective captains, officers, and seamen of his enterprising squadron, dated Clyde, off Boulogne, Sept. 26.

"MEM: The failure of the wind last night, prevented the execution of the service intended by this squadron; which holds out the prospect of success against the enemy, whenever the circumstances may be more favourable for it: and this failure has had the good effect of exercising the boats and vessels employed, and giving their commanders, officers, and crews knowledge of the place; which must be very favourable to us on any future occasion, provided strict secrecy is observed.

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* See Sir H. Popham's letter to Lord Keith, Antelope, Dec. 10, 1804. N. C. Vol. XII. page 483.

" It is, therefore, my directions, that the captains and commanders of the ships and vessels present, do enjoin every officer and man belonging to them, respectively to preserve the strictest silence on the subject, both in their own conversation with other persons, and their correspondence with their friends, which very frequently finds its way into the public papers; than which nothing can be more improper, as it regards the service, and ridiculous as regarding the writers thereof: therefore, give timely caution against mentioning this circumstance in any letter. Should such appear, great pains will be taken to discover its author. The sealed instructions which were opened last night, are to be returned to me for alteration. I did not fail to notice the alacrity of the officers and men, and trust the same spirit will always be ready.

" E. W. C. R. OWEN."

These judicious orders, from the experienced and indefatigable commodore, appear to have produced the intended effect: but in consequence of the ignorance in which the public were thus kept of our proceedings off Boulogne, the services of our brave seamen on that station were concealed not only from the enemy, but from their own countrymen. A glance at our Gazette Letters, during the summer and autumn of 1806, will fully justify this remark; amongst which, only one single letter on service * appears from Commodore Owen, dated June 5th, enclosing a letter from the then commander of the Vestal, Captain S. T. Digby; giving an account of his having captured Le Prospero, French lugger privateer, of 14 guns, and 46 men, quite new, commanded by Jean Gabriel Huret.

The Vestal † continued under the orders of Commodore Owen, during the remainder of the year 1806, and the beginning of the ensuing one, 1807. In February, during the severe gale of wind, when so many of our ships and brave mariners were lost, Captain Graham experienced a most miraculous deliverance. On the 18th of that month, when at his station off Dungeness, about four A.M. whilst the weather which had been previously serene, was extremely severe from cold wind at N.N.E. and a very heavy snow; a most tremendous gale came on. The cold was so intense, that several of the crew, who had been sent up aloft to furl the

* Naval Chronicle, 1806, Vol. XVI. page 77.

† In the month of August (1806) and during the time Lord Yarmouth was at Paris, Captain Graham, being on his station off Boulogne, received a messenger on board, who was actually landed at Deal, and on his way to London, in the course of one hour and fifty minutes.

topsails, became benumbed, and were obliged to be lowered down, in that state, by ropes. After repeated efforts, the sails of the Vestal were at length furled, except the main-top-sail which was blown to atoms. The Vestal was then brought to; and such continued the violence of the gale, that at eight P.M. finding they could not weather the French shore, no alternative was left to save their lives, but to risk their immediately anchoring the ship within only three miles of the town of Dieppe. The gale afterwards continued with unabated fury during all the night; and the ensuing break of day displayed one of the most awful and tremendous sights, that was ever beheld by those "who go down to the sea in ships, and see the works of the Lord and his wonders on the deep." As the morning broke, around the Vestal were at first indistinctly discerned through the haze, between 20 and 30 sail of British merchant ships, which had been blown out of the Downs. Some already wrecked on the enemy's shore, others driving bodily on the French coast, with signals of distress flying; many without masts, and the greater part with their sails split. The humane efforts and utmost skill of the captain and officers of the Vestal, could only save one merchant vessel, which drove close by them. Immediately, notwithstanding the tremendous sea that was then running, as landsmen would term it, "mountains high," one of the Vestal's boats was hoisted out, and actually succeeded in bringing the said vessel to an anchor; the gale afterwards gradually abated.

Nothing would certainly furnish a finer subject for the pencil of a Pocock, than the situation of the Vestal when the gale first reached her. She was at that moment of time in the act of wearing, with one reef out of her topsails, but, when before the wind, finding it then blew very hard, the fore and mizen-top-sails were ordered to be clewed up, which was done: yet such continued the violence of the wind, that the main-top-sail was blown to atoms before it could be taken off the ship.

> ...." With redoubling force the tempests blow,
> And watery hills in dread succession flow:
> A dismal shade o'ercasts the frowning skies,
> New troubles grow, fresh difficulties rise:
> No season this from duty to descend,
> *All hands on deck*, must now the storm attend.

His race performed, the sacred lamp of day
Now dipt in western clouds his parting ray:
His languid fires, half lost in ambient haze,
Refract along the dusk a crimson blaze;
Till deep immerged the sickening orb descends,
And cheerless night o'er heaven her reign extends."*

(1807-8.) The Vestal having returned to her station in the Downs, was soon afterwards placed under the orders of that excellent and worthy officer, Admiral M'Namara Russel,† in the North Seas, the early and intimate friend of our lamented Nelson. Under Admiral Russel's flag, Captain Graham was vigilantly employed until the month of May, 1808, in reconnoitring the enemy's force, from the port of Flushing to the Texel; during which he invariably displayed a diligence and obedience to the orders of his chief, which gained him the friendship of that experienced commander. This service of observing the enemy being terminated, the Vestal sailed for Portsmouth to refit; and, on the 10th of June, in the same year, 1808, left Spithead for Newfoundland, with 49 royal artificers on board; having orders from Vice-admiral Holloway, to touch at the Azores for wine for the squadron. The excellent qualities of this wine, and some account of the island of Pico, on which it grows, has been already inserted in our CHRONICLE.‡ It in some degree resembles Hock, and was found, when sent on board our ships in the West Indies, to be an admirable antidote against the fever of that country.

(1808.) The Vestal arrived at the delightful island of St. Michael's, on the 22d of June; when Captain Graham and his officers experienced that liberal hospitality from the British consul, which all who have since had the pleasure of knowing Mr. Read, will bear honourable testimony to its uniform and disinterested continuance: It proceeds from the frank cordiality of a seaman, united to the manners and urbanity of one who has seen the world. The approach to this island and its romantic character, are thus well described by a military officer, in a late History of the Azores, or

* FALCONER. Clarke's edition, 1804, page 63.

† For a life of this officer, see N. C. Vol. XVII. page 441.

‡ Vol. XXIII. page 243.

Western Islands,* which he has dedicated to Lord Moira; whom he justly designates, "As being equally zealous for his prince, and for his country."

"I cannot say that the observations I had to make, on first viewing the northern extremity of the island, were by any means favourable: No—nothing appeared but mountains of a stupendous height and bulk, and of a nature and disposition that bid defiance to all the arts that have been introduced by human industry, for the improvement of agriculture and the comfort of society. The beach appeared like many ramified pillars of basaltes, and the trees, with which it was crowned, were produced by a soil so shallow and indigent, that their growth was stinted, and their roots compelled to extend themselves horizontally along the surface of the ground. The impression, however, made by this scene of rough and craggy cliffs, either piled on each other, or separate, was soon dissipated by the pleasing contrast of the southern coast; which, presented for several miles, the prospect of an inclined plane composed of a soil which appeared peculiarly favourable to luxuriant vegetation. Open pasture, bounded by woods, and vineyards, and corn fields, interspersed with orange gardens, every where met the eye, and in points of view that shewed the soil to be fertile and productive. The more I approached this delightful region, the more I discovered that nature and art went hand in hand, and that a certain degree of wildness was suffered to pervade the whole, which, as it resembled nature in its beauty, resembled it also in its use and benefit to society.....On landing at the city of Ponta del Gada (the low point) I was escorted to the residence of a gentleman, Mr. Read, the British consul, where I was invited to take up my abode, and allowed leisure to recover from the fatigue of a long voyage, and the debility of a southern climate."†

The city of Ponta del Gada was the place, off which the Vestal (a ship that will long be remembered there) anchored during the time Captain Graham remained on the island, in this his first visit to St. Michael's. We shall therefore extract some further notice of a place, which at present is so little known, and has been so seldom visited; and in particular are we bound to notice the account which in this work is given of the British consul.

The insertion of these extracts from a printed work of repute, has been preferred to the introduction of any private letters,

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* Signed T. A. captain Light Dragoons: a quarto volume, with plates, 310 pages—1813.

† History of the Azores, printed for Sherwood, Neely, and Jones. (Pages 10—13.

which could only have been procured with difficulty, and might not have given so ample and correct a description.

" It abundantly appears, that the island of St. Michael was originally a beautiful plain, covered with aromatic plants; a kind of wilderness of sweets formed of rich verdure and beautiful trees. It, at this day, however, consists of a number of mountains, hills, and declivities, none of which are primitive, but evidently the gradual production of volcanic eruptions: hence the bold assertion, that the island existed as a plain before it was covered by mountains and hills.....There are circumstances, also, that afford strong reasons for believing, that there were three principal craters, whose vortex now form the three great lakes situated in the centre and in the northern and southern extremities of the island. From these craters vast mountains have been thrown up; and, in proportion as these ceased, partial eruptions burst out, and formed the lateral hills and declivities, which extend themselves in every direction from the mountains that surround the lakes....Besides these remains of burning mountains and volcanoes, the whole island presents the most decisive evidence of its having been the theatre of repeated earthquakes and convulsive shocks. ....Some mountains have been precipitated into the adjacent valleys, others upset from their base, and some swallowed up in the bosom of that earth, whence they originally rose in lava, scoriæ, and sand. The *base* of the precipitated mountains exhibits palpable remains of decomposed substances, originally produced on the surface of the globe; the strata of the mountains merely upset, are displayed in perpendicular, not in horizontal stratum, and those mountains which have been swallowed up, have left behind them frightful chasms, tremendous precipices, or form the beds of immense and beautiful lakes. The more perfect mountains, are of a conical or hemispherical figure, as formed by continued eruptions, and their exterior is distinguished by characters, which denote both the distance and the nature of the conflagration. The lava, on some, appearing in craggy eminences; and, on others, in a state of decomposition, forming a soil highly fertile and productive. The intervals also, in many instances, derive their complexion and features from the direction and propulsion of the lava. Where that destructive agent ran without interruption, it served to fill up inequalities, and to form a lovely champaign country; but where its course was impeded and perturbed, it has left several little islands, or hillocks, which exhibit a singular appearance—with all the bloom of luxuriant vegetation, encompassed and rendered almost inaccessible by mountains of volcanic ashes, and rugged heaps of ferruginous and pumice stone. In short, St. Michael's possesses the most heavenly spots upon earth; and, if it resembles hell within, those spots make it resemble paradise without: here the ground is fertile, and its productions luxuriant; there, are all the elements of destruction.

...."As a farther testimony of the serenity of this island from volcanic eruptions, I shall state, that, in consequence of the introduction of the waters into its subterraneous caverns, and of the washing away of the sulphur and nitre from their arches, the fire has not only ceased to appear in

eruptions on the island, but is content to operate invisibly on the waters, which prevent it from rising; and also to seek for vent and aliment throughout the caverns which lie concealed and profound under the surrounding ocean. This opinion is justified by a recent event—a most awful and tremendous explosion of smoke and flames having issued from the sea, at the distance of half a league from the shore, at the western end of the island. From the bowels of the inflammatory substance, forming its passage upwards of eighty fathoms deep in the ocean, issued smoke, fire, cinders, ashes, and stones, of an immense size. Innumerable quantities of fish, some nearly roasted, and others as if broiled, floated on the surface of the sea towards the shore.*

(Letter IX.) " Saint Michael's is nearly one hundred English miles in circumference; contains one city, five principal towns, fifty-four parishes, and about ninety thousand inhabitants. The coast is very bold, and may be approached without fear, in almost every part. Its military strength consists of two hundred troops, in the most deplorable and insubordinate state, with six thousand peasantry, whose arms are the pikes with which they drive their cattle. The principal fortification is the castle of St. Bray, which is close to the sea, at the western end of the city of Ponta del Gada. It is mounted with twenty-four pieces of cannon, but few of which are capable of service. A league to the eastward are two small three-gun forts, inefficient and useless from decay and neglect. The island, notwithstanding, has many strong local holds; and several of the hills and passes, if judiciously fortified, would be absolutely impregnable.

" The inhabitants are compelled by law to confine their trade to Lisbon; however, since the expatriation of the court, they have assumed a wider range, and maintain a considerable commerce not only with Lisbon, but with England, Russia, and America, &c. From England they are entirely supplied with woollens, hardware, earthen-ware, and various other necessaries; sending in exchange, about seventy vessels annually with fruit, which is produced here in vast abundance. To Portugal are sent corn, pulse, poultry, cattle, and vegetables, which are paid for in returns of tobacco, sugar, coffee, trinkets, dispensations, indulgencies, images, and relicks of rags, chips, nails, blood and bones, belonging to the imaginary saints, &c. which imposition and superstition teach them to idolize. From America they receive boards, staves, lumber, rice, fish, pitch, tar, iron in pots and bars, and a variety of Indian goods, which are paid for in exchange by wines. The intercourse with Russia is similar to that with America, but on a more contracted scale. There exists, also, a ready money trade with vessels, which make the island for refreshment, the crews of which are furnished with cattle and provisions, equal to the English, and superior to any in the world beside; and also with wine, pleasant, and peculiarly adapted to correct the defects of a seaman's health.

" Ponta del Gada, the city whence I write, is the principal theatre of this commerce. It appears exceedingly pleasant from the offing, and

* History of the Azores, pages 44—49.

derives an air of dignity from the convents, which are numerous, and many of them considerable and handsome. There is a mole for the protection of small vessels, but those of a larger size are compelled to ride at anchor in an open roadstead. By deepening and enlarging the mole, however, it could be made capable of receiving vessels of a considerable draught of water; and, by excavating the square of St. Francis, and cutting a canal between it and the mole, a large number of vessels could be accommodated; and this, at a small expense, would produce the greatest and most beneficial effect to the island and its commercial relations. Till this improvement be effected, I cannot honestly recommend vessels of a great draught to visit this place, for they would be frequently subject to slip their cable whilst loading or unloading, and perhaps not recover their station for several weeks; or at least not dare to attempt its recovery during the prevalence of strong southerly gales.

" Inconveniently as this city is situated for commercial purposes, it is still the best which the island affords. That which ranks next to it, is called Ribeira Grande. The latter is seated on the north side; but, having no anchorage, and the harbour being filled with dangerous shoals, it is dependant on the south side for its commercial supplies. The town of Villa Franca, on the south side, has a very inferior anchorage, and that for small vessels only; and as there is no other port or safe anchorage appertaining to the island, it is evident that the city (Ponta del Gada) must increase in commercial consequence, and that it is of the highest necessity to enlarge the mole, and form both docks and harbours, in the manner before alluded to.

" The disadvantages arising from the want of naval convenience, are greatly aggravated by the religion of the country, and the nature of the government. There cannot, however, be a better proof of the natural disposition of the island, than seeing it comparatively flourish or increase in strength, even under its physical, religious, and political difficulties; than seeing it export annually 15,000 tons of fruit, wine, and provisions; and, after maintaining ninety thousand inhabitants, contribute 100,000 milreas, or more than 28,000*l.* sterling, to its parent state.....When I consider, therefore, these circumstances, and when I find the soil so prolific and the climate so genial, that both European and tropical plants come to the greatest perfection, I must acknowledge a peculiar munificence in nature towards this region, and at the same time, in man a most culpable indifference to the promotion of those objects, which at once ornament a country, and contribute to the comforts and felicity of social life.

(Letter XII.) ..... " This then is the essential point which commands recommendation in St. Michael's, *and which demands the attention of England.* This, too, is the point which originally induced me to hope, that the Azores would hereafter be mixed up and compromised in your interest. Great Britain, though a fertile, is but a small island, and the price of her provisions so high, that it plunges in want and misery the greater part of the industrious labouring poor; and also bears painfully hard upon such as have circumscribed incomes—curates, subaltern officers, soldiers, widows, and orphans.....I do most earnestly recommend a

closer union with these islands; at the same time I would recommend to the islanders, that enlarged system of agriculture, which will enable them to meet all the demands of your markets. The importance of this union to the English nation is so obvious, that it surely needs no further explanation: *assume the protection of the Azores, and by promoting Azorean industry, you will insure a fountain of abundance for your own country.*"

These sentiments were so entirely those of Captain Graham and of the officers of the Vestal, during this their first visit to St. Michael's, and such pains were afterwards taken by one of his friends, to bring these truths before the ministers of that day, especially Lord Wellesley, who was then secretary of state for foreign affairs; that we shall make no apology to the reader, for these and a few more extracts from the interesting volume now before us: No private documents,* from either Captain Graham, or those who accompanied him, could more clearly or fully state their sentiments and feelings respecting the great importance of the Azores. May they attract the notice of our government, before it becomes too late to derive any advantage from them!

" It is well known, " continues our author, in this his 12th letter, " that immense sums of money have, for some years past, been sent into France, and into the Baltic, for corn; which you might be supplied with from hence, and this without enriching an enemy, against whose revenue you ought rather to contend: but surely it requires no argument to be convinced, that you ought to take from countries under your protection, whatever they can supply you with, because such countries take your commodities in return; or, even if they do not, whatever they get ultimately centers in the superior kingdom. . . . . The price of wheaten flour is daily rising in England. Shut out from the corn countries of the continent, and said to be on the eve of war with America, I am at a loss to think where you are to look for bread.—Influenced by these considerations, I have been particular in my investigations, and, *I am authorized to state, that this island, and its tributary, St. Mary's, if pushed to the extent of their capacity, would serve as an ample granary for England, and compel the price of her markets to fall to a level with the labor, and the other general means of the people.*

Our anonymous author, and illustrator of a country, which Captain Graham and the officers of the Vestal so deservedly admired, then proceeds, in his 13th letter, thus to notice four of the most remarkable of his excursions in St. Michael's.

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* See some letters respecting the Azores (N. C. Vol. XXIII. page 242, and Vol. XXIV. p. 384.) which we received from a gentleman who accompanied Captain Graham in his second visit.

" My various excursions in this very interesting island, have made so forcible an impression on my mind, that I scarcely can find words to describe them, as I think, sufficiently. The novelty of the scenery, and the uncommon character of the occurrences, bringing them before the eye as objects of the greatest singularity and admiration. I shall confine myself," adds he, " to four of the most remarkable of those excursions; namely, first, from hence to the Fournas; secondly, from the Furnas to Ribeira Grande; thirdly, from Ribeira Grande to the Caldeiras in the mountains; and, fourthly, from the Caldeiras to the Valley of the Seven Cities, and the Grand and Azure Lakes."

Captain Graham, with much labour and at considerable risk, visited, with some of his officers, the rude and wild scenery which leads to and surrounds these Furnas, or natural hot baths, so little known in this country; though their powerful efficacy in many disorders has been long acknowledged. A part of the road is admirably described by our author: but we shall give a preference, in the account of the Furnas themselves, to a narrative of Captain Graham's excursion, which has been published by one of his officers, Lieutenant Steele, of the marines, who so much distinguished himself in assisting to repel the attack of the enemy on the island of Anholt.*

" It was mid-day," says our anonymous author, " before I began to ascend the mountain. The volcanic sand, of which the road appeared composed, reflected a suffocating heat, and the sun darted his rays with so much power, that I became quite impatient and oppressed. Thus I laboured on till I lost sight of the cultivated country, and had nothing to behold but the unbounded surface of the sea, and a country with as few features of civilization as it possessed for the first century after the flood. No sound was heard, save that of the grasshopper amidst the herbage; nothing living was to be seen, but the wild pigeon and the dove. Weary as I was, I examined every cave and craggy hollow that I saw; and still, as I made my way over the rugged rocks, trod along the narrow and craggy shelves, or mounted up the steep acclivities of these mountainous regions. I searched all with equal attention; but perceived nothing which might cause me to imagine, that aught of human kind dwelt, or had ever visited the places I explored. Nevertheless, I proceeded forward, and persevered in my toilsome and tedious route, although amidst rocks, up steep ascents, and along a continued range of sharp pointed crags—with my progress perpetually retarded by almost inaccessible acclivities, and rocky ledges, scarce rendering foot-hold to the beast on which I occasionally rode—slow and cautious as the sluggish snail in its movements, were this poor beast and myself as I proceeded. Sometimes a large precipitous

* N. C. Vol. XXV. page 343.

cliff opposed its vast front, and appeared to deny a passage: at others, immense chasms of prodigious depth presented themselves at my feet. In short, whichever way I turned, difficulties innumerable still sprung up before me—soon as one obstacle was surmounted, another appeared to exhaust my fortitude, or to exercise my patience. Faint and exhausted with incessant labour and some apprehension, you may conceive the extent of my joy, when I gained the summit of the last and the highest mountain of my intended excursion. Seized with a pious pleasure, I increased my pace, and inhaled as the greatest luxury, a most refreshing breeze: indeed this delightful summit afforded, at once, a prospect of all that could regale every sense—tufted trees inclosing verdant spots, watered by pure and gelid streams; and the wild vine, twined in rich clusters with the myrtle, growing in beds of aromatic vegetables. The distant prospect itself is grand beyond all conception! To the S.E. the island of St. Mary in the midst of the ocean; to the N.W. the ocean lost in its own vast expanse; and all around, and under the feet, the devastation of earthquakes, the exhibition of innumerable volcanoes, and the apparent refuse and ruin of the world—'twas wonderful! It is a prospect that fills the mind with the most astonishing sensations—I might have said *Divine;* for I could not resist pouring forth my thanksgiving to God, for granting me permission to explore the most mysterious and incomprehensible portion of all the works of his creation.*

"This magnificent summit conducted me to a scene of a very different nature. It led me to the verge of its northern descent, to a situation from which I could view the most picturesque objects under the most extraordinary circumstances of beauty and terror. The most interesting of these objects is an azure lake, which lies so far beneath the mountains that surround it, that it always enjoys the serenity of a calm, and is so distant from the clouds, that they seldom obscure the resplendency of its surface. Bearing the appearance of a mirror of immense circumference, it also resembled such a mirror in its effects and purposes. Surrounded by a combination of great and beautiful objects, it reflected them in so grand, so solemn, and so splendid a manner, that they produced in the mind a sort of sympathetic calm.—The descent, however, to this lovely scene, was not so long, but it was much more rapid and dangerous than the ascent—it unnerved and wearied me with extreme toil. It was closed on every side with rugged precipices of dark and naked rock, broken into vast chasms; dark cliffs, whose shelving pinnacles were clothed with hardy shrubs; and projecting crags shagged with bushes and brambles, and venerable with the remains of blasted and decayed trees: but the principal dangers of the road, are to be attributed to the local deluges and whirlwinds to which its upper region is subject, and which, like the vortices of the Andes, tear up every thing on which they fasten, and carry off the surface of every thing over which they sweep.—On arriving in the valley that led to the lake, my mind recovered its tone, and I felt a new pleasure in examining more minutely the several picturesque components which formed it."

* Page 95—97.

The following account of the Fournas, or hot Baths, to which we have thus conducted our readers, is condensed from a work lately published by one of the officers of the Vestal, who accompanied Captain Graham—Lieutenant Steele, of the royal marines.

" The Fournas," says he, " are situated in a vale so called, 30 miles from the city of Ponta del Gada, and about seven leagues by sea, which is within seven miles of the vale. The heat of the weather induced us to prefer going in our boat. After hauling our cutter on the strand, we each mounted our beast, and proceeded up one of the vast precipices with which the island abounds. Awfully grand, magnificent, and sublime, were the works nature presented to us in endless variety, as we gained the higher part. We occasionally halted to contemplate the scene. When we had ascended about a quarter of a mile, we saw a thick steam issuing from the side of the mountain we were climbing. It produced a dampness at the aperture, too hot to bear your hand near it. On gaining the summit, the change of climate was very considerable ; we felt the effect as we journeyed on the flat for about two miles; and on which we passed a beautiful lake, situated between two mountains, and abounding in fish of many species, particularly of the gold and silver kinds. A beautiful vale now opened upon us, in which the Fournas are situated, and the village so called. The white washed cottages, with the church, trees, &c. formed a striking contrast to the vast amphitheatre of mountains, by which they are encircled. The descent to the village is very abrupt for about three quarters of a mile. On entering it, we agreed with some of the peasants for the use of their huts, and hastened to the Fournas. Vast columns of steam marked the spot, and impregnated the air with sulphur. After crossing some hot springs, we came to the large basin of boiling water; the whole of which was in violent agitation, and, in the middle, was thrown up several feet. It was many yards in circumference ; the heat it emitted was excessive, and in some positions absolutely suffocating: on crossing a high bank, we found that this was occasioned from another crater, concealed in a vast cavern, infinitely more powerful, with a mighty roar, throwing up vast quantities of boiling mud and water."

Lieutenant Steele, after mentioning the name of Dr. Stanton, a very skilful English physician, who lives in the city of Ponta del Gada, but was then residing at the Fournas in order to make a chemical analysis of the water which abounds with a strong pungent salt; then proceeds to notice some other towns in the island of St. Michael's.

" The town of Ribera Grande, situated on the north side, he describes, as being large and populous; but having no anchorage, and the harbour being filled with dangerous shoals, it is dependent on the south side for its commercial supplies. At the distance of a league to the eastward, is a small bay, or basin, called Ponto Formoso; into which a line-of-battle

ship might run in case of extreme distress, and lie moored in safety; but the appearance of the land is so dreadful, as to render a good pilot indispensable. The town of Villa Franca on the south side, distant from Ponta del Gada a few miles, is said to have once been the capital of the island; but was reduced by an earthquake, from the shock of which it never recovered; its anchorage can only receive small vessels. The consul (Mr. Read), who has devoted much of his time to ascertaining the advantages that may be derived for his country, has drawn an admirable chart of the island, which he liberally presents to his Majesty's officers who visit the anchorage, and must thereby much benefit the service; the dangers being correctly marked down, and the safest anchoring ground exhibited. Mr. Read has also drawn a plan for deepening and enlarging the Mole, to receive vessels of a considerable draught of water; and remarks, that the Mole having a sandy bottom, a canal may be cut into the square of St. Francis, which would receive a large number of vessels, and thus, at a small expense, produce the greatest and most beneficial effect to the island, and to its commercial relations. The island of St. Mary's is almost always visible from St. Michael's, being only 60 miles distant. It is subject to its civil jurisprudence, and is much frequented by Spanish vessels from South America and Cadiz, which advances its consideration as one of the smaller islands."

(1808.) The Vestal sailed from the enchanting island of St. Michael's (where we have so long detained the reader and to which we shall again conduct him) on the 28th of June, and steered for St. John's, Newfoundland. On the 24th of July, when in lat. 45° 54′ N. long. 45° 26′ W. Newfoundland being 300 miles distant, at 3 P.M. the man at the mast head sung out —*Two ships are engaging to windward!* The drum immediately beat to quarters, and the Vestal was in a few minutes clear for action.—More sail was then crowded; the people on deck declared, that they saw the flashes of the guns, and every seaman with ardent hope was anxious to engage the enemy. When, lo! the whole turned out to be one of those delusions which so often appear on the deep, and try the wearied and sometimes almost exhausted patience of the ablest seamen:* the master of the Vestal hailed those who were on deck and informed them, that the expected enemy, the flashes of whose guns had been so distinctly

* A remarkable instance of such marine delusion occurs in the valuable life of Lord Nelson, as written by Mr. Clarke (Vol. II. p. 410), who inserted it, as we have understood, from the notes of the present Admiral Sir R. G. Keates.—" (1805. June).—At Tobago all was bustle and apparent uncertainty; when, in addition, the following singular occurrence

seen, had changed into an island of ice!—At half-past six, the Vestal passed that formidable object, which appeared to be of considerable size.

Captain Graham arrived on the 18th of July off Newfoundland; and on entering the bold and romantic harbour of St. John's, the Vestal touched the tremendous rocks by which its entrance appears at first to be entirely closed; but did not receive any damage. The artificers, who had been so kindly treated during their passage, by Captain Graham and his officers, took every occasion that presented, to shew the gratitude both of themselves, and their families; and his ship long afterwards never passed the Narrows, where the engineers and artillery were at work, without being cheered by them, as THE HAPPY VESTAL! as she was generally styled—*Success attend you! God bless and prosper Captain Graham, and all who have the happiness to serve under him! God bless Lieutenant Allison*—was always heard to a considerable distance.

(1808). On the 31st of July, Vice-admiral Holloway, gover-

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took place. A merchant, particularly anxious to ascertain whether the fleet was that of a friend or enemy, had prevailed on his clerk, with whom he had also agreed respecting signals, to embark in a schooner, and to stand towards it; and it unfortunately happened, that the very signal made by the clerk corresponded with the affirmative signal which had been agreed on by Colonel Shipley, *of the enemy being at Trinidad.* It was the close of the day, and no opportunity occurred of discovering the mistake. An American merchant brig also, had been spoken with the same day by the Curieux, probably sent to mislead; whose master reported, that he had been boarded a few days before by the French fleet off Grenada, standing towards the Bocas of Trinidad. No doubts were any longer entertained—the news flew throughout the British squadron—the ships were ready for action before day-break, and Nelson anticipated a second Aboukir in the bay of Paria. If further confirmation were necessary, *it appeared in the seeming conflagration of one of our outposts at day-light, and the party retreating towards the citadel.*—The admiral and officers of his squadron, after such corroboration, felt it difficult to believe the evidence of their senses, when, on entering the Gulf of Paria, on the 7th, no enemy was to be seen, nor had any been there. The intelligence from St. Lucia; the corroborating accounts met with at Barbadoes; the American's report off Tobago; the schooner's signal; and conflagration at the outpost, were all false or delusive; and had contributed to draw the fleet so far to leeward, that it could not, as would seem, fetch to windward of Grenada. Patience and perseverance, however, as the admiral had observed to Lord Sidmouth, did much."

nor of the Island, arrived in St. John's harbour; and soon afterwards the Vestal weighed and sailed on a second visit to the Azores Islands. On the 11th, the governor of Flores, whose strange appearance will be long remembered by the crew, came on board; and on the 12th of the same month (August), the Vestal anchored in Fayal Road, to receive live oxen and other necessaries, for Newfoundland.

On leaving Fayal, Captain Graham stood for St. Michael's, and having watered there, and received on board a quantity of the excellent vegetables which that island abounds in, he sailed thence on the 29th for Newfoundland, in company with the Jamaica frigate, Captain Lysaght. They chased every sail that appeared, and anchored in St. John's harbour on the 25th of September. On the 27th of October, the Vestal, with the rest of Admiral Holloway's squadron, sailed for England, with the convoy for Portugal in company. They experienced most tremendous gales during the passage home; both the Vestal, and the flag-ship the Isis, were in considerable danger—the former, on the 16th of November, sprang a leak. On the 20th, during the strong gales that still prevailed, a wreck was seen, when a boat was immediately lowered down by the Vestal; but the sea ran so high, it was impossible to examine it: they supposed it to have been a Strait's vessel: The Vestal anchored at Spithead on the 22d of November, 1808, and was ordered to repair to Woolwich to be docked.

(1809.) Early in the ensuing year, Captain Graham addressed a letter to the Hon. W. W. Pole, at the Admiralty, respecting the following circumstance, which had occurred during the stay of the Vestal at Cromarty, in 1807. Captain Graham had then experienced so much ingratitude from the owner of a merchant vessel, that it becomes us to introduce this notice of it in our CHRONICLE, that other naval officers may be put on their guard should they ever be placed in similar circumstances. We believe the following to be nearly a correct copy of the letter, which Captain Graham transmitted to the Admiralty from Northfleet, in the River Thames.

"SIR,

"Since my arrival at this place, the enclosed letter from Messrs. Knight and Jones, with its enclosures (which it seems followed me to New-

foundland, but did not overtake me there), came to my hands. From the tenor of Mr. Duff's letter, it is probable he has already made his complaint to the lords commissioners of the Admiralty; and if he has not, I feel in a manner called upon, by Mr. Clarkson's assigned reason for refusing to pay the Vestal's people the money agreed for, for navigating the Draxhall from Cromarty to London, to anticipate it: and I doubt not, that a statement of all the circumstances of the case, will induce their lordships to protect me from the insults of Mr. Clarkson, in return for the great attention and uncommon assistance, which I rendered to his ship in distress.—Such as, I will confess, resulted rather from my anxiety about the timber belonging to his Majesty, than from any desire to serve the merchant: but still he was served, and as he knew not the motive of my action, he has, in my opinion, behaved most scandalously, in not fulfilling the contract entered into by his master with the Vestal's people, whose labour he reaped the benefit of.

" The following are the particulars of the case :—

(1807.) " The Vestal by stress of weather was driven into Cromarty. On her appearing off the harbour's mouth, the impressible men belonging to the Draxhall (as the master of her afterwards informed me), all left her, and went into the woods. A day or two afterwards, as I was walking on shore, in company with the purser, Mr. Redford, the master of the Draxhall, met us, and requested I would not impress his people; as he said he should not have hands enough to give the ship cable, in case of its coming on to blow hard. I told him I did not intend to take away any of his people; having before told the first lieutenant of the Vestal, that I should see him safe off Yarmouth, and there impress such as were liable and proper for the King's service; for which he professed himself very much obliged to me, and said he would go and fetch them from the wood, where they had gone to conceal themselves. In about half an hour afterwards, I met him, on his return from the woods with the people, and we passed each other without speaking. On my return to the town in the afternoon, I was met near the beach by Mr. Milbanke, master's mate, who informed me, that there were some seamen belonging to the merchant ship in the harbour, wanting to enter for the Vestal. I desired him to bring them to me, which he did; and they said they had had words with their captain, and disliked him (or words to that effect), and would not return to the Draxhall, but would enter with me, and I sent them on board. Either the same evening, or following morning, I sent a petty officer and six men on board the Draxhall, to take care of her in the harbour. Hearing afterwards, that for good hands sent to navigate the ship to Sheerness, Mr. Redford had said he would pay them well for their trouble, and finding she was laden with timber for the King's yard, I thought it my duty to take care of her; therefore picked out six of the best of the Vestal's crew, and sent them, with a petty officer, to navigate her to Sheerness, and took the others back, without even hinting to the master that he ought to pay them any thing for their trouble: to prevent any misunderstanding, Mr. Powell, the master of the Vestal, was directed

by me to accompany the six men to the Draxhall, and whatever Mr. Redford intended to pay them, to see it arranged in such a manner, as should leave no room for dispute afterwards. Mr. Powell returned to the Vestal (without giving me reason to suppose he had had any words with the master of the Draxhall) and reported, that matters were settled to the satisfaction of both parties, and each man had had a note given him for the sum (six pounds ten shillings) he was to be paid by the owners in London, signed by Mr. Redford. I took him under convoy; gave him signals; and, to get him into safety before night, I towed the Draxhall to the light off Frazerburgh, and she kept company with the Vestal for several days, when they parted in a gale of wind and thick weather.

" Instead of discharging the people at Sheerness according to his agreement, Mr. Redford carried them to the port of London; where the petty officer and men left her, and went on board the Enterprise, from whence they were forwarded to the Vestal. On the notes being presented for payment by the petty officer, they were dishonoured, and returned to the people in whose favour they were respectively drawn; who, on rejoining the Vestal, gave them to me, and requested I would endeavour to get the money for them. Being then under the orders of Vice-admiral Russell, I made him acquainted with the circumstances, and he directed me to write to Mr. Bicknell on the subject, which I did, and at the same time enclosed the notes.

" If upon this statement (which I could have no objection to vouch upon oath) their lordships should think Mr. Clarkson's attack upon my character unjustifiable, I trust they will be pleased to give such directions to the solicitor of the Admiralty, as may be proper for its protection. At any rate, I hope my conduct on the occasion, will have met with their lordships' approbation.

" I have the honour to be, &c."

(1809.) Although Captain Graham made every exertion to get the Vestal ready for sea, he could not accomplish it before the 12th of April; when she left the river and arriving at Spithead on the 19th, was fitted for foreign service. On the 23d, she sailed for Madeira and the Azores, whence she again stood for Newfoundland; and, during the month of August, returned to St. Michael's, for live oxen and other necessaries for the squadron.

The arrival of the Vestal at St. Michael's, was always hailed by the inhabitants of that island with joy, and by none with more sincere congratulation, than by our hospitable consul, Mr. Read. to whose delightful country residence, at a short distance from the town of Ponta del Gada, Captain Graham was immediately invited. The Vestal was detained nearly three weeks at this island; we shall, therefore, during that interval, again revert to

some of its advantages, and with the attention which its importance as a naval station, and as a place of residence for invalids, undoubtedly merits.

The anonymous author, Captain T. A. of the light dragoons, in his History of the Azores already noticed, gives the whole of his eleventh letter * to an account of the mode which Mr. Read adopted, in cultivating a St. Michael's farm. Naval officers are often great agriculturists, and, to such, the following extract cannot fail to be interesting :—

" In my promised description," says Captain T. A. " of the mode of cultivating a St. Michael's farm, I shall avail myself of the method which Mr. Read has pursued; selecting from the practice of others, those particulars that are most deserving of notice, and combining them together so as to form a connected narrative.

" The farm purchased by Mr. Read, about three years since, for one dollar per acre, consisted at that time of two distinct regions, the fertile and the barren; the fertile, ascribed to the decomposition of lava, and the barren, to the lava's being in a vitreous and indurated state. Determined to take advantage of the most extensive and commanding prospect, Mr. Read was compelled to commence his operations upon the barren region of his estate, on a part entirely composed of substances that had been discharged from the adjacent volcanoes in their various eruptions, and which, for the most part, formed a lava entirely naked, rugged, and desolate, to the most extreme degree. From some calcareous matter, blended with this mass of hard rock, Mr. Read provided himself with limestone; and with the fragments of lava collected from the surface, blasted from rocks and excavated from quarries, he built up his house, and fenced in his grounds.

" From the time that these labours began to effect a change in the character of the territory, an applicable system of agriculture was immediately introduced. The lava is planted with oranges, and set with vines; and the land, formed from the decomposition of volcanic substances, is sown with Indian corn, small beans, and wheat. As the ground last mentioned yields to the plough, harrow, and all the other instruments of husbandry, I have no occasion to describe the means employed for rendering it fertile; but as the lava defies all the ordinary efforts of human industry, I shall be particular in detailing the mode pursued, which gives it an immediate fertility, and sudden investigation.

" The lava being somewhat cleared by the consumption of stone for the walls, inclosures, and buildings, and the intervening cavities filled up with the redundance of craggy eminences and vitreous and friable rubbish, common to all lava, the surface is marked out into quincunx characters, for the more free admission of air to the plants intended to be cultivated:

* Page 63.

These are oranges and vines, the staple fruits of the island; all others, though growing abundantly, are confined to gardens, as intended only for the use of individual families. The surface of the lava being first regularly traced, holes are wrought in the place of each mark, and the plants inserted in progression, as the holes are made. The labour attending this operation is various: where the lava is shallow, and seated on a stratum of vegetable earth, the holes are made with the crow and pick-axe, and the plant is at once placed in a bed, where it can rapidly shoot up and extend its fibres; but where the lava is deep, and difficult to be penetrated, the holes are made by blasting the lava with powder, and the plant is set in decomposed lava, or decayed vegetable substances, brought from adjacent places for that particular purpose, and from which it also rapidly shoots up; its roots finding their way into the sinuosities caused by the blasting, or other circumstances common to the place. The effect of both operations appears like the effect of magic, and the revolution of one summer produces a change not to be conceived by those, who have not witnessed both the practice and the effect. The truth is, the barren lava thus cultivated, is much better adapted to the orange and vine, than deep and luxuriant soils; for in such soils, the orange plant would run into head, and be subject to destruction by storms; and the vine would run into wood, and require espaliers for its support; whereas, in the lava, by the depth of the hole, and the consequent parapet around it, which is never entirely filled up, the young orange plant is sheltered from the tempest till it has capacity to resist its force, and the vine, from the same causes, finds support for its tendrils, and a check to its growth. There are other advantages that result to the plant from this practice, which it is also proper to name: the roots, by running horizontally under the lava, are screened from the violence of the sun, and by vegetating in a situation calculated to receive and to retain a necessary proportion of moisture, they are supplied with all the means of giving a vigour to the stock, which is never attained in bibulous soils exposed to the action of an intemperate sun. Besides, when the lava is once thus planted, little else remains to be performed for years; the labour of one man is sufficient for the improvement of 20 acres, as nothing more is required than dressing the plants, and renewing the waste of vegetable earth, in situations where the roots cannot shoot into a natural stratum of that substance. But, where plantations and vineyards are seated in a rich luxuriant plain, the ground requires the most unremitting industry—it must be dressed, weeded, and repeatedly watered; the vines, too, must be trained upon props, and the orange trees, from the excessive weight of their tops, and the height to which they rise in deep soils, require the shelter of immense walls to preserve the roots from being torn up, and the fruit from falling. It would seem from these facts and arguments, that a lava farm may be made a more productive property, than a farm containing rich pasture and arable lands.

"Of the expence attending the cultivation of a farm composed of volcanic eruptions, an estimate is not to be made, without consulting a variety of considerations. Mr. Read's farm is so disposed, as to become the bed of the matter which was discharged from the mouth of the

great volcano, now seen about two miles distant from the back of his house, and has been attended by considerable cost—the lava proving excessively hard, and for the most part three feet thick. From this instance no general conclusion can be drawn: and, when the farms consist of volcanic sand and ashes, metallic slag, and pumice stone, nothing can be deduced but what arises from the comparative facility of labour, and the disposition in one place, to vegetate sooner than another. The following *maxima*, without being minutely correct, may tend to assist conjecture: thick lava, without an intervening stratum of earth, thirty guineas; thin lava, covering an immediate stratum of earth, twenty guineas; lava invested with a stratum of earth proper for vegetation, fifteen guineas; and lava in an entire state of decomposition, or slightly covered with pumice, ashes, and sand, ten guineas per acre. But in the purchase of a lava farm, it is necessary to have some instruction or judgment on the subject of lava: for lavas are very different in their consistency and other qualities, and these differences must render the argument on the cost of labour very inconclusive. It is generally understood, that the lava in the S. E. region of the island, is softer, and becomes fertile sooner than that of the N.E.—which retains such a degree of hardness, as to continue nearly altogether sterile, and incapable of yielding to human industry and labour. To assist the judgment, I venture to state how I distinguish good from bad lava: The fertile, or good, is a kind of honeycomb stone, of a grey colour, rough to the touch, and of a moderately fine grain. The sterile, or the bad, is a species of marble, of a dark mixed colour, smooth to the touch, gives sparks with steel, sounds like metal when it is struck, and possesses a grain susceptible of the highest polish. But, however uncertain and fallacious all general calculations may be on this subject, it is, nevertheless, perfectly true, that three years have scarcely elapsed, since Mr. Read's farm presented nothing to the view but a waste of lava, in some parts plain, in others rugged, and broken into chasms and cliffs; and that it is at this day covered with the orange and the vine; chequered for domestic use, and local ornament, with the fruits of the northern; and the flowering shrubs of the tropical climates. How much must he enjoy this creation of his own hands! May he long enjoy it."

For any further account of these interesting and valuable islands, more particularly that of St. Michael's, we must refer our readers to the above work, whence we have extracted so much; as also to the various articles respecting them, which have at different times appeared in our CHRONICLE.*—From some unpublished memoranda, which were made during this visit to the island by one of Captain Graham's officers, we shall add—that nothing could be more wretched than the apparent state of morals amongst the generality of the English, who were then (1809) resident at

* Particularly to a letter from Mr. Read himself, Vol. XXVII. p. 224

Ponta del Gada: they appeared to be nearly without religion, and consequently without principle. The only two married persons amongst them, Mr. Read and a learned and worthy physician, of the name of Stanton, had made every exertion to rescue their countrymen from this state, but without effect—their wishes were overruled, and the consequences may be easily imagined: an entire want of confidence prevailed, which materially affected the interests and regular course of trade. It was even a custom with some persons, to obtain the English commercial letters as they arrived; to open such as were addressed to the principal merchants in the island, and by thus becoming acquainted with their intentions and projects, to baffle the speculations of their neighbours, and to enrich themselves. In consequence of this anarchy, which has frequently directed its utmost rage against the British consul, Mr. Read, so as even to endanger his life, and frequently to disturb the solace and happiness of his hospitable mansion, the King's service was frequently so much interrupted, that Captain Graham and his officers were obliged to remonstrate with the wretched Portuguese governor, resident at Ponta del Gada.

The governor-general of the islands at Terceira, was strongly suspected at that time of being favourable to the French. When their troops occupied Lisbon, a message had been sent to inform him, that his estates which were considerable, had been spared. This nobleman has since been superseded.

The state of the Portuguese inhabitants, who appeared a stronger and taller race than their countrymen at home, was equally deplorable in point of morals and of information. Their cruelty to their mules and asses was notorious. Captain Graham's officers were informed, that it was the usual custom amongst these islanders, to drive their jaded beasts, when worn out by hard labour and the carriage of immense weights, from one street to another, until the poor animal actually dropped down exhausted, at the door of some person, who was then obliged to bury it. The owner of a horse, which had been worn out in the service of his master, had it dragged at the tail of a cart through the streets, and afterwards to the English burial ground, about a mile and a half from the city; when he was barbarous enough to cast it over the cliff, on the rocks, where the bruised and bleeding animal

lingered for some time.—The Portuguese Father, who forced his two daughters into a convent to enrich his son ; and who afterwards, on that son's turning out worthy of such a parent, directed his daughters to commence a law-suit against their father, for the injustice and oppression he had been guilty of, would form an excellent subject for the tragic muse. The fact is undoubted, and was examined into by many of Captain Graham's officers, as well as by himself. The state of society amongst the female descendants of Portuguese in the island, renders even the dreadful solitude and unnatural imprisonment of a convent less horrid. The young women in these islands, are never suffered to join in any friendly intercourse, or hospitality, that may take place in their family mansions ; but are kept apart from all company, and treated with a severity that would hardly be credited. Captain Graham and his officers often visited the grate of the very respectable convent of St. Andrea, and took a lively interest in the conversation and amiable manners of some most respectable and lovely victims of the Church of Rome, who had thus been deluded and abandoned by the very authors of their being.—But it is time to bid adieu to St. Michael's, and to reconduct the Vestal to the dreary regions of Newfoundland.

(1809.) Captain Graham arrived at St. John's, after a long passage, in which some ice islands were seen, a short time previous to the usual season, when the governor returns to England. At the close of October, the whole squadron got under weigh ; and, after clearing the Narrows, the Vestal, with the convoy for Lisbon, parted company. On her passage homewards, the Vestal captured a beautiful French privateer brig ; and was herself in considerable danger from falling in with a squadron belonging to the enemy. The following are copies of Captain Graham's official letters on that occasion to his admiral :

(COPY.)

SIR, *H. M. S. Vestal, at Sea, 23d November*, 1809.

I beg leave to acquaint you, that on the 19th inst. H. M. S. under my command (being in lat. 46° 37′ long. 9° 52′), at 12 P.M. captured the French privateer brig L'Intrepide, commanded by Jean Baptiste Papemont, pierced for 20 guns, 14 mounted, nines and sixes, and four brass howitzers ; sailed from Bayonne on the 8th instant, with a complement of 125 men, forty of which had been sent away in the different prizes cap-

tured by her, as per margin :* she is quite new, this being her first cruise; coppered and copper fastened, victualled and stored for three months; sails remarkably well, and is, in my opinion, calculated for his Majesty's service.

I have also the pleasure to acquaint you, that on the 15th inst. (in lat. 45° 08′, long. 3° 59′) we recaptured the English brig Bellona, from Newfoundland to Jersey, laden with fish and oil, captured on the 21st of October, by the French ship privateer Deseede, of Bourdeaux; and on the same day we retook the English ship Fortitude, from the Brazils to Liverpool; laden with cotton and hides, captured on the 30th of October, by the Dufinne, French schooner privateer, of Bayonne.

I have the honour to be, Sir,
Your obedient humble servant,
(Signed) E. L. GRAHAM, Captain.

To Vice admiral Holloway, Commander-in-chief, &c.

(COPY.)

SIR, *H. M. S. Vestal, at Sea, 23d November*, 1809.

I beg leave to acquaint you, for the information of my lords commissioners of the Admiralty, that H. M. S. under my command, being in lat. 45° 40′. long. 10° 36′, on the 19th inst. at dawn of day, a squadron of five sail was discovered on the weather bow, distant about three miles. As the daylight increased, they were plainly perceived to consist of two large frigates, two corvettes deeply laden, and one brig, steering N. W. wind about east. We kept company with them about two hours; during which time several signals were exchanged between them; from which, and their endeavouring to avoid us, no doubt remains in my mind of their being a French squadron. As the wind then was, I considered it of much moment that the commanding officers of his Majesty's ships at Lisbon and Cadiz should be informed of it as soon as possible; I therefore despatched the Fortitude, English merchant ship, recaptured a few days before by the Vestal, to those ports with the intelligence, keeping to the eastward in his Majesty's ship, in hopes of falling in with an English force in pursuit of them, to whom I might have communicated their route; in which, however, I have unfortunately been disappointed.

I have the honour to be, Sir,
Your obedient humble servant,
(Signed) E. L. GRAHAM, Captain.

To Vice-admiral Holloway, Commander-in-chief, &c.

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* American ship Orin, of Norfolk, laden with cotton and tobacco.

English brig, Friends' Adventure, Captain James Boyd, from Oporto, with wine, bound to Bristol.

Portuguese brig Volontaire, from Lisbon, bound to Bristol, laden with wool and salt.

(Signed) E. L. G. Captain.

During the action with the privateer, the French cook was so alarmed by the report of the guns, that he fled for safety into one of his own coppers, in which he deserved to have been stewed for soup for the ship's company. It so happened that an unlucky ball followed the poor cook into this copper, and knocked him about the head considerably—he, however, escaped from his lurking-hole with his life; and when the Vestal rejoined Admiral Holloway, and led the way up Channel with her prize, the cook, with his head bound up, appeared on deck, to the no small diversion of those who had heard the story of the copper.

(1810.) On leaving the Vestal, which soon afterwards was ordered to be paid off, Captain Graham remained for a short time unemployed; when he was appointed by Mr. Yorke to the Pallas,* and afterwards to the Southampton frigate. He had scarcely fitted the last ship out at Portsmouth, for the West Indies, when he was given a very fine frigate, the Alcmene, which he at present commands. Captain Graham sailed in the Alcmene, for the Mediterranean, during the summer of 1811, to join his early patron and commander, Sir Edward Pellew. On the Alcmene's arrival in that sea, she was stationed in the Adriatic to watch the motions of the enemy; and on the capture of Lissa,† Captain Graham was appointed governor of that island. Since that time, he has been chiefly stationed off Sardinia; and, as would appear from one of those brief notices, which are now issued from the Admiralty, in preference to the more interesting narratives of our naval officers, Captain Graham has a small force there under his command: The Gazette of the 13th of April, merely informs us, that a letter from Captain Graham, of H. M. S. Alcmene, states the capture, by his Majesty's sloop Scout, on the 17th of February, off Cagliari—of La Fortune, French privateer, three days from Tunis.

Such is the outline of the professional career of this young officer; which we have drawn up in a hurried and too imperfect manner, at the request of many who had the honour of serving under him, in what was so justly denominated The Happy

* Lost on the coast of Ireland.

† Naval Chronicle, Vol. XXV. page 436.

VESTAL. His enterprising and gallant mind only requires opportunity, to blaze forth amidst the bright galaxy of the British navy. Nor will he, we trust, be offended, at this honest and unsought-for tribute of commendation and gratitude, which so many of his officers, and men, were anxious thus publicly to offer to their friend—to the father of those who wanted a protector and a patron; to the encourager of those who were entering on the service; to the daring leader and commander of the brave and experienced seaman, who, cheered and consoled by such a captain, forgot those disappointments and that neglect, which too often chill the aspiring mind of our naval officers, and silver o'er their heads with age untimely and premature.

"Sweet was the season, and the vernal breeze
Play'd o'er the surface of the ripling seas,
When from Corcyra's hospitable shore
Our little bark for fair Zacynthus bore:
And fancy yet reviews, with fond delight,
Each classic scene that met the raptur'd sight;
Full oft recalling, as we sailed along,
The Hero's glory, or the Poet's song."

*** The above lines, from Mr. W. R. Wright's beautiful poem, called HORÆ IONICÆ, descriptive of the Ionian Islands, by which the Alcmene has often passed—will also remind those, who were on board the Vestal in 1809, of that delightful cruise amongst the Azores, when the calm weather and romantic scenery of those islands, daily formed a succession of mental delight. —Amidst the errors and omissions in the above memoir, we cannot help thinking that the Vestal was at one time under Captain Graham's command, in the Mediterranean; and if so, we trust, that some of those officers who were then on board, will send us an account of their proceedings.

NAUTICAL ANECDOTES, &c.

COMPARATIVE VERACITY.

THE Parisian newspapers, of 23d April, 1813, comprise a document which the naval world has been anxious to see—the French narrative of the combat between the frigates *Aréthuse* and Amelia, in the form of an extract from the official report of Captain Bouvet to the minis-

ter of the marine. It contains that which must "give pause" to every lover of his country; and as the Frenchman, while he fought boldly, tells his tale fairly enough, this document deserves the more serious attention. The only remarkable difference between the two statements, relates to the *Arèthuse's* consort, *Rubis*, which Captain Irby, in his despatch to the Admiralty,* mentions as being in sight just before the commencement of the action, whereas, according to Captain Bouvet, that ship had been wrecked the night before, and her crew had saved themselves on board a Portuguese prize in company. So that although Captain Irby seems to have fought under the justifiable impression of his adversary having a reinforcement at hand, yet in point of fact this was only a ship to ship business; in which the relative disproportion of killed and wounded, "all by fair fighting," as Captain Irby says, is not less unaccountable than lamentable.

"*On board the Arèthuse, April* 19, 1813.

"His Majesty's frigates *Le Rubis*, Captain Olivier, and *L'Arèthuse*, under my command, having cruised from the 25th of November last, till the latter end of January, in the most heavy seas, I steered for the coast of Africa, and carried into the Isles de Los, the Portuguese ship La Serra, one of our prizes, the cargo of which might serve me for refitting the two frigates.—On the 27th, on arriving off those islands, the *Le Rubis*, which was a head, perceived a brig of war, which, while yet far off, sent a boat with an officer on board her. This boat, on coming near, recognised the Rubis, and carried a press of sail to escape, but she was soon brought-to. The vessel discovered was the English brig of war the Daring, of 14 guns. The breeze being but weak, the Rubis did not get within shot of the brig, until she had made the land. We immediately afterwards saw her in flames, and at five o'clock in the evening she blew up. At six o'clock, we came to anchor in the roads of the Isles de Los. I immediately went on shore on these islands, where we found springs of fresh water, fruits, and refreshments of all kinds. I was informed, that the English establishment at Sierra-Leone was the chief rendezvous for two frigates and several sloops of war, stationed there; that one of the frigates had left that place, some days previous to our arrival, and that the one remaining (the Amelia) appeared to be much larger and stronger than our's. In the course of six days we completed our provisions and water for six months, refreshed the ship's crews, and repaired our vessels and their rigging. Previous to my putting to sea again, I determined on sending back the English prisoners which I had on board, on condition of their being exchanged; and I gave them a cutter which I had taken, to carry them to Sierra-Leone. I put the Portuguese in possession of the La Serra, and on the 14th of February we sailed from Le Los road. At four o'clock the Arethuse touched on a shoal, although we had five fathoms water by the lead. I hoisted all sail, and got off immediately, but the pieces of sheathing which came up shewed me that I had run on a point of rock or coral: the frigate, however, did not make any water. The rudder was knocked off, and the broken pintles

* See Gazette Letters, page 256, of this Volume.

remained partly in their irons. After having driven for some time into five fathoms water, I came to anchor. Le Rubis, which was in my wake, anchored about two cables' length to the eastward of me. I moored with a kedge anchor out to the northward, and hoisted the rudder upon the poop. The night was calm, and the sea smooth, until about three o'clock in the morning, when a very black storm coming on from the north-east, I moored with a second anchor, which was scarcely at the bottom before the cable of the first anchor parted. The wind blew with great violence, and the frigate rode very heavy, all the stops to the cable, with which I had moored, were broken, and the keel was damaged. We now found ourselves in the most critical situation that can be imagined, driving with great rapidity on the coast of Tamara, which was not far distant. I got under sail, but without rudder; assailed by a gale of wind, in the midst of islands and banks almost unknown, finding the bottom in four fathoms, and in the darkest night! I nevertheless made use of every resource still in my power. A cable was run out through the middle window of my cabin, and two braces which were lashed to it at three fathoms, outside each side, governed it. By the aid of this implement, and of the sails, which I continually balanced, I succeeded in getting out into the open sea, and into twelve fathom water. Soon after, the gale abated, and the weather cleared up: at daylight we found ourselves at about four leagues to the north-east of Tamara, and becalmed. I looked out all round for Le Rubis, having seen her get under sail at the same time with myself; but how great was my surprise, to find her again close in with the islands, and covered with signals: my distance from her prevented me from distinguishing them, but I judged them to be of melancholy presage. My crew was employed without relaxation; one part in managing the ship, which was a very difficult matter; and the other in getting the anchors on the forecastle, to bend them, &c. and the carpenters were at work in altering the rudder-irons. The corporal of marine artillery, Paillett, plunged into the sea, notwithstanding the presence of some sharks, and cleared the gudgeons of the stern-post from the broken pintles which choked them. At eight o'clock we let go a small anchor in twelve fathoms water, with black ground, and the ship's company were enabled to take a little rest. At about 11 o'clock the Rubis fired several guns, and at noon we discovered her signal to be, "that the pumps were insufficient to free her." I immediately caused two pumps to be hoisted into my long-boat, and sent her off to the Rubis, with orders to Captain Olivier to endeavour to keep her until the morrow, when I hoped to rejoin him; and if he could not do so, to go with his ship's company on board the prize La Serra, from which he was to disembark the Portuguese. At two o'clock in the morning of the 6th, my long-boat, on returning back with the pumps, informed me, that the Rubis was totally lost on the rocks, on which she was thrown by the gale of the preceding night, and that her crew were gone on board La Serra. In the morning the Arethuse's rudder was completely repaired: we perceived a large vessel to windward, which bore down upon us with a fresh breeze, and I made all clear for coming to action. At noon we were all clear; the sail in sight was discovered to be a frigate, and not more than

half a league distance; the breeze freshening up. At this time, the Rubis's long-boat came from Captain Olivier, to request some pumps, but which I could not then give him, as the enemy was nearing me, whom I had first to engage, and then go in search of his ship's crew. Ensign Duhant-Cilly, who commanded the Rubis's boat, requested that he might remain on board with his boat's crew, during the engagement, which request I granted him. As soon as I had set sail, I hauled upon the wind on the starboard tack, the enemy following at a short distance on the same tack, and with the same sail set as the Aréthuse had. Being obliged to bear up on account of the banks, the enemy imitated my manœuvre; and I having set all sails, he did the same. We were thus running large, with a fine breeze at S.S.E. and I was not long in perceiving that I gained on the English frigate, and I even reckoned on attacking her in the course of the night, when a thick fog caused me to lose sight of her. On the next day, the 7th, we were about six leagues to the eastward of the Isles de Los. It was almost calm, and I did not get sight of the enemy's frigate till about eleven o'clock. I stood towards her, and she made off with all sails; but whether the Aréthuse sailed better than she did, or whether she made some manœuvre to let us come up with her, at sunset I found myself nearer to her than on the preceding evening: the breeze continued increasing, and at seven o'clock the enemy resolved on attacking us, and bore down on our bow; I waited for him, and at 7¾, we were within pistol-shot of each other, under our top-sails, with a small breeze from the east, fine clear weather (moonlight); and we had not as yet fired a shot. I commenced the firing, by a discharge of my whole broadside, which was immediately returned by the enemy. A furious engagement then took place, in which our vessels seemed to be joined by a column of smoke. We had been foul of each other for several minutes, and during an hour and an half we had not been more than pistol-shot off each other. Meanwhile our fire appeared to me to surpass that of the enemy, and at the close of an hour and an half, our superiority seeming to me sufficiently certain, to endeavour to board him. I hauled on the wind, but the braces and bow-lines being cut to pieces, both fore and aft, by the enemy's shot, it was not possible for me to get any closer to him. The enemy, on his side, made more sail. His fire, which had nearly ceased, became brisker, when he had opened our distance, and did considerable damage to our rigging. At eleven o'clock the fire ceased on both sides. We were no longer in good condition, and the enemy, crowding all sail, abandoned the field of battle to us. I had nothing more at heart, than to have the necessary work done for making sail, hauling upon a wind, and pursuing our advantage. The Aréthuse had suffered enormously; twenty men killed outright had been thrown into the sea during the engagement; 88 men grievously wounded, were down in the surgeon's berth; and, excepting the master carpenter, all my naval officers were killed or wounded: such men as were only slightly wounded had not quitted their posts, or had returned to them after having their wounds dressed; and in the midst of this scene of carnage, the fourth part of the crew left wished only for recommencing the attack. It was calm the whole night, which we passed in repairing the ship. At break of

day the enemy was lying to the south-east of us, at about a league and an half distance, standing to the southward, all sail set, with a light breeze from the north-east. I then occupied myself solely with the fate of Captain Olivier, whom I had left with his crew on the Isles de Los; for which islands I shaped my course, and got sight of them the next day, being the 9th. In the afternoon we got sight of a three-masted ship coming out from thence. I judged it to be the Serra, and passed the night in standing off and on. It proved, indeed, to be that vessel. I joined her on the morning of the 10th. Captain Olivier, with his whole crew, were on board her. He had embarked in this prize, as I had advised him, after having destroyed the remains of the Rubis, which it was found impossible to get afloat again. He was making his passage for France, notwithstanding all the risks and confinement attending a long voyage, with 300 men, on board a vessel of 300 tons burthen, in bad condition, and very badly provisioned. This worthy and unfortunate captain and his companions saw us again with inexpressible joy, which the happiness of our being useful to them caused us to partake of in a still more lively degree. I took half the Rubis's crew on board the Aréthuse, and took the Serra in tow until we reached the latitude of Madeira. There I took on board every thing out of that vessel, and then destroyed her, as she retarded my voyage. I passed several days in cruizing off the Azores, where I fell in with two flags of truce, which were carrying the crew of the Java frigate to England; I chased several English corvettes, which, however, I could not come up with.—On the 19th I entered St. Malo, having only ten days provisions left. In the course of my cruize, I have taken 15 of the enemy's vessels. I have every reason to be satisfied with the zeal and progress in instruction made by those of our conscripts, who now made their first campaign; and I cannot bestow sufficient praise on the officers and seamen of all classes composing the ship's company. They have all rivalled each other in giving proofs of their courage and devotion under all circumstances; and the ability with which I have been seconded by the officers, is superior to any eulogium I can bestow on them.

(A true Extract.)

(Signed) "The Minister of Marine, DECRES.

BOMBARDMENT OF LEWISTOWN.

Wilmington, March 26.—The following correspondence was received from Lewistown last evening, by the Dover mail:—

"SIR, *Head-quarters, Lewistown, March* 23.

"As the governor of the State of Delaware, and commander of its military force, I improve the earliest time afforded me, since my arrival at this place, of acknowledging the receipt of your letter of the 16th instant, directed to the chief magistrate of Lewistown.

"The respect which generous and magnanimous nations, even when they are enemies, take pride in cherishing towards each other, enjoins it upon me, as a duty I owe to the state over which I have the honour at this time to preside, to the government of which this state is a member, and to the

civilized world, to inquire of you whether, upon further and more mature reflection, you continue resolved to attempt the destruction of this town? I shall, probably, this evening, receive your reply to the present communication, and your determination of executing or relinquishing the demand mentioned in your letter of the 16th instant. If that demand is still insisted upon, I have only to observe to you, that a compliance would be an immediate violation of the laws of my country, and an eternal stigma on the nation of which I am a citizen. A compliance, therefore, cannot be acceded to. "I have the honour to be, &c.

"JOSEPH HALSET,
"Governor of the State of Delaware."

(REPLY.)

"*His B. M. S. Poictiers, in the Mouth of the Delaware, March 23*, 1813.

"SIR,

"In reply to your letter received this day, by a flag of truce, in answer to mine of the 16th inst. I have to observe, that the demand I have made upon Lewistown is, in my opinion, neither ungenerous, nor wanting in that magnanimity which one nation ought to observe to another, with which it is at war. It is in my power to destroy your town, and the request I have made upon it, as the price of its security, is neither distressing nor unusual: I must, therefore, persist; and whatever sufferings may fall upon the inhabitants of Lewistown, must be attributed to yourselves, by your not complying with a request * so easily acquiesced in.

"I have the honour to be, &c.
"J. P. BERESFORD,
"Commodore, and commanding H. B. M. Squadron in the Delaware."

THE BONNE CITOYENNE AND HORNET.

It has been noticed, that the commander of the American sloop of war, the Hornet (Captain Lawrence), sent a challenge to Captain Greene, of the Bonne Citoyenne, to try the superiority of their vessels in action. The desire was conveyed through the American consul, as follows:—

"When I last saw you, I stated to you my wish to meet the Bonne Citoyenne, and authorised you to make my wishes known to Captain Greene. I now request you to state to him, that I will meet him whenever he may be pleased to come out, and pledge my honour that neither the Constitution, nor any other American vessel, shall interfere.

"Commodore Bainbridge, of the Constitution frigate, confirms to me (says the consul), the request of Captain Lawrence, in these words:—'If Captain Greene wishes to try equal force, *I pledge my honour* to give him an opportunity, by being out of the way, or not interfering.'"

The following letter from Mr. Frederick Landeman, the English consul,

* It was water only that the British commodore requested, but which was refused to the last; and the ships were continuing hostilities against the town, when the last advices came away.

to the American consul, conveys Captain Greene's very proper reply to the challenge :—

" SIR, " *Fort de St. Pedro, December* 29, 1812.

" I transmitted your letter to me of yesterday, to Captain P. B Greene, to whom the substance is directed ; and, having received his reply, I herewith insert it verbatim.

' I hasten to acknowledge the favour of your communication, made to me this morning from Mr. Hill, consul of the United States of America, on the subject of a challenge, stated to have been offered through Mr. Hill, by Captain Lawrence, of the United States sloop of war the Hornet, to myself, as commander of his Britannic Majesty's ship the Bonne Citoyenne, anchored in this port, pledging his honour, as well as that of Commodore Bainbridge, that no advantage shall be taken by the Constitution, or any other American vessel whatever on the occasion. I am convinced, Sir, if such rencontre was to take place, the result could not be long dubious, and would terminate favourably to the ship which I have the honour to command ; but I am equally convinced that Commodore Bainbridge could not swerve so much from the paramount duty he owes to his country, as to become an inactive spectator, and see a ship belonging to the very squadron under his orders fall into the hands of an enemy ; this reason operates powerfully on my mind for not exposing the Bonne Citoyenne to a risk upon terms so manifestly disadvantageous as those proposed by Commodore Bainbridge ; indeed, nothing could give me greater satisfaction than complying with the wishes of Captain Lawrence ; and I earnestly hope that chance will afford him an opportunity of meeting the Bonne Citoyenne under different circumstances, to enable him to distinguish himself in the manner he is now so desirous of doing. I further assure you, that my ship will, at all times, be prepared, wherever she may be, to repel any attacks made against her, and I shall also act offensively, wherever I judge it proper to do so.—I am, Sir, with great regard, &c.'

AMERICAN ACCOUNT OF THE CAPTURE OF H. M. S. PEACOCK.

Copy of a Letter from Captain Lawrence, of the United States Sloop of War Hornet, to the Secretary of the Navy.

SIR, *United States Ship Hornet, Holmes' Hole, March* 29.

I have the honour to inform you of the arrival, at this port, of the United States ship Hornet, under my command, from a cruise of 145 days, and to state to you, that after Commodore Bainbridge left the coast of Brazils (January 6), I continued off the harbour of St. Salvador, blockading the Bonne Citoyenne, until the 24th, when the Montague, 74, hove in sight, and chased me into the harbour ; but night coming on, I wore, and stood out to the southward.—Knowing that she had left Rio Janeiro for the express purpose of relieving the Bonne Citoyenne and the packet (which I had also blockaded for 14 days, and obliged her to send her mail to Rio in a Portuguese smack), I judged it most prudent to shift my cruizing ground, and hauled by the wind to the westward, with the view of cruizing

off Pernambuco, and on the 4th of February captured the English brig Resolution, of 10 guns, from Rio Janeiro, bound to Maranham, with coffee, &c. and about 23,000 dollars in specie. I took out the money, and set her on fire. I then ran down the coast for Maranham, and cruized there a short time, from thence run off Surinam. After cruizing off that coast from the 15th until the 22d of February, without meeting a vessel, I stood for Demerara, with an intention, should I not be fortunate on that station, to run through the West Indies on my way to the United States; but on the 24th in the morning, I discovered a brig to leeward, to which I gave chase—run into quarter-less four, and not having a pilot, was obliged to haul off; the fort at the entrance of Demerara river at this time bearing S.W. distant 2½ leagues. Previous to giving up the chase, I discovered a vessel at anchor, without the bar, with English colours flying, apparently a brig of war In beating round Carobana bank, in order to get to her, at half-past three P.M. I discovered another sail on my weather quarter, edging down for us—at 4. 20. she hoisted English colours, at which time we discovered her to be a large man of war brig; beat to quarters, and cleared ship for action, and kept close by the wind, in order, if possible, to get the weather-gage. At 5. 10. finding I could weather the enemy, I hoisted American colours and tacked. At 5. 25. in passing each other, exchanged broadsides within half pistol-shot. Observing the enemy in the act of wearing, I bore up, and received his starboard broadside, run him close on board on the starboard quarter, and kept up such a heavy and well-directed fire, that in less than 15 minutes she surrendered (being totally cut to pieces), and hoisted an ensign, union down, from his fore-rigging, as a signal of distress. Shortly after, her main-mast went by the board. Despatched Lieutenant Shubrick on board, who soon returned with her first lieutenant, who reported her to be his Britannic Majesty's late brig Peacock, commanded by Captain William Peake, who fell in the latter part of the action; that a number of her crew were killed and wounded; and that she was sinking fast, she having then six feet water in her hold. Despatched the boats immediately for the wounded, and brought both vessels to anchor. Such shot-holes as could be got at were then plugged; guns thrown overboard, and every possible exertion used to keep her afloat, until the prisoners could be removed, by pumping and baling, but without effect, as she unfortunately sunk in 5½ fathoms water, carrying down 13 of her crew, and three of my brave fellows. Lieutenant Connor and Midshipman Cooper, and the remainder of my men employed in removing the prisoners, with difficulty saved themselves, by jumping into a boat that was lying on the booms as she went down. Four men of the 13 mentioned were so fortunate as to gain the foretop, and were afterwards taken off by our boats. Previous to her going down, four of her men took to her stern boat, that had been much damaged during the action, who I sincerely hope reached the shore. I have not been able to ascertain from her officers the exact number of killed. Captain Peake, and four men, were found dead on board. The master, one midshipman, carpenter, and captain's clerk, and 29 men wounded, most of them very severely, three of which died of their wounds after being removed, and

nine drowned. Our loss was trifling in comparison. J. Place, killed; S. Coulson, and J Dalrymple, slightly wounded; G. Coffin, and L. Todd, severely burnt by the explosion of a cartridge. Todd survived only a few days. Our rigging and sails were much cut. One shot through the foremast, and the bowsprit slightly injured. Our hull received little or no damage.

At the time I brought the Peacock to action, the Espiegle (the brig mentioned as being at an anchor), mounting sixteen 32-pound carronades, and two long nines, lay about six miles in-shore of me, and could plainly see the whole of the action. Apprehensive she would beat out to the assistance of her consort, such exertions were used by my officers and crew in repairing damages, &c. that by nine o'clock our boats were stowed, a new set of sails bent, and the ship completely ready for action. At two A.M. got under weigh, and stood by the wind to the northward and westward, under easy sail. On mustering next morning, found we had two hundred and seventy souls on board, including the crew of the American brig Hunter, of Portland, taken a few days before by the Peacock.

The Peacock was deservedly styled one of the finest vessels of her class in the British navy. I should judge her to be about the tonnage of the Hornet. Her beam was greater by five inches, but her extreme length not so great by four feet. She mounted 16 four-and-twenty pound carronades, two long nines, one twelve-pounder carronade on her top-gallant forecastle, as a shifting gun, and one four or six-pounder, and two swivels, mounted aft. I find by her quarter-bill that her crew consisted of 134 men, four of whom were absent in a prize.

The cool and determined conduct of my officers and crew during the action, and their almost unexampled exertions afterwards, entitle them to my warmest acknowledgments; and I beg leave most earnestly to recommend them to the notice of government.

JAMES LAWRENCE.

Hon. William Jones, Secretary of the Navy.

P.S. At the commencement of the action, my sailing master and seven men were absent in a prize, and Lieutenant Stewart and six men on the sick-list.

CORRESPONDENCE.

MR. EDITOR,

I WAS for many reasons particularly struck with some of the observations in the letter of your correspondent *Nestor*, in your CHRONICLE for March; and more than by any other to observe a reference to my humble though zealous endeavours to benefit the naval service, which you honoured by insertion in some of your former volumes. Could I at all have found reason to believe that my letters to you had attracted the

smallest attention, I should have continued my occasional communication and opinions, for no man more highly venerates his profession, or more deeply laments its present degradation. This is a harsh word, and should be cautiously applied, and candidly understood. Never was there more *skill, science,* and *virtue* to be found in any class of men than in our present naval commanders. No charge of the degradation lies on them; on the contrary, their difficulties have incalculably encreased, and have been met by them by the most praiseworthy encrease of exertion, to prevent the fatal and rapid effects of those difficulties.

In my first letter Vol. XIX. and eleventh, Vol. XXII. I go very near the root of the evil, which I am inclined to consider a little further by the example of the present moment. Can any man observe and consider the manner in which the immense navy of Britain is pretended to be managed, without wonder ! !

A first Lord, wholly new to naval matters, presides at a board which does not seem at all calculated to superintend naval concerns. Three professional men are selected as " naval advisers," and so little have they to do at this board, that one of them can be spared to a command in the Baltic ! ! ! The two who remain ought, undoubtedly, to be men of uncommonly shining talents to execute the extensive business of which they alone can be competent judges ! ! How these gentlemen have been selected, I pretend not to say; but I am of opinion, that if the flag officers and captains of the navy were ordered to give in lists for a ballot for *three* naval officers, the best qualified for the important office of " naval advisers" to the First Lord, that the excellent officer who is *lent* for Baltic duty, might be named in a great many, in most if not in all the lists; but I am also of opinion, that if a ballot for *fifty* names was to be opened, that the senior naval officer would not be found in one of them, nor the other, if the number to be ballotted for amounted to five times that number. These gentlemen do not appear to possess in any degree the temper, or species of talent requisite for the sort of office they fill; and can we then wonder that all things are not right, and that almost all things are going wrong in the service? I do not hesitate to give this opinion, because it does not affect the character or professional abilities of the gentleman in question, whose personal worth, integrity and zeal, all seem to admit: and I remember well the time when respect and deference was generally the lot of one, and a good-humoured sort of affection, attached as generally to the other. But now they are out of their element; and if self-knowledge was not allowed to be the most difficult of all attainments, I should wonder at their not finding it out, and acting honestly upon the discovery, by resignation. While the objection holds good against naval men being at the head of the Admiralty, there can, I think, be no complaint of the choice made for us of the late or present First Lord,* except, perhaps, a little northern partiality *just now.* I have heard it often remarked, that if some

* Mr. T. Grenville, who was an upright and excellent First Lord, and had the happiness of being better *advised.*

of his advisers had been sent to command in India, in "Nova Zembla, or the Lord knows where," Mr. Yorke would have been an able, just, and wise ruler over our concerns; and the excellent character justly borne by Lord Melville, makes one conclude that the same clog fetters him also, for we are still retrograde.

Our ships have the dry rot, and their inhabitants have the mania of apathy and discontent, and it is not by a proposal for an improvement in any one branch of the service that the evils can be removed; and on this consideration I abstained from prosecuting the idea I held out in the letter to which *Nestor* refers. While the determination against my radical reform remains in force, the exhibition of insulated grievances (made more grievous by the exposition of a cure not applied), may do great mischief, and can do no good. These are not understood by the generality of members of either house of Parliament; and therefore, as soon as proposed, are set down by the high hand of power; and it is to be lamented, that every thing of this sort which has *lately* been agitated, has been done with so little judgment, that the general cause is injured. The noble lord and honourable commoner who now promise motions on the subject of the American war, appear to me to begin very aukwardly; and I hardly think the motion of Admiral Markham will do any good, unless it will shew some undue partiality in the manner in which the men have been distributed from the receiving ships. This is often the case. But my hopes of reform, Mr. Editor, are very weak. "*All establishments die of dignity.—They are too proud to own themselves sick, and to take a little physic.*"*

Some years ago, when a board of *naval revision* was announced, I felt hopes that some real and substantial change, to suit the times, was to be considered of; and I remember I begged you more than once to treat us with an account of their proceedings. When I heard that *Report* after *Report, superbly bound*, were presented to his Majesty, I eagerly longed to be a little in the secret, and great was my disappointment when I came at last to peruse the labours of that well-paid board. The perplexities created will, I fear, more than counterbalance any little advantages which may have been produced, but at best it seemed a petty-fogging production to have emanated from a board of *naval revisers*, and proved little more than a check upon accounts.

I have not been inattentive to the removals of captains from ships, either by courts martial, or the hand of power without trial, for tyranny and oppression, which *Nestor* mentions. The former ought to be wholesome lessons, but have not their good effects been done away by very improper restoration to rank and command, from the weight of family interest? I fear the issue of these lessons have tended more to shew the noble defaulters how easily they may sin with impunity, and rather prevents their equals being brought to trial, should they merit it. The dismissals from ships without trial, I can never approve of: it encourages trifling and quarrellous complaints, and the service has not the benefit of the example,

* Ed. Rev. but quoted from memory, and perhaps incorrect.

from being ignorant of the crime. I am not sufficiently acquainted with these cases to enter farther upon the subject; but my friends afloat furnish me in my elbow chair with abundance of matter to fill me with regret. Many *general* orders have been issued in consequence of real or imaginary failures in point of duty by *individuals*, which have done infinite mischief to the naval service. This vile, unmanly, and unjust practice first reached my notice at the time of the mutiny. A letter was published, addressed to the captain of each of H. M. ships, directing in *future* not to neglect such and such important duty, and not to be guilty of certain scandalous peculating acts, which almost all the persons addressed heard of then for the first time. Thus did the then board of Admiralty attempt to shake off their own (almost) incredible neglect, and manifold errors on the objects who suffered most, and were the least worthy of blame.

In modern days also, it seems so wise and so easy to sit round a table, and upon receiving an account of a frigate being wrecked, to "make a minute," That *in future* especial regard is to be had to the article of war respecting the carefully navigating H. M. S. and vessels of war, &c. &c. and issue a *general* order in consequence. Then the concerns of the board are at rest—they have done the deed, and from their shoulders all possible blame is for ever taken, even if they paid no attention whatever to the request of the captain of the lost ship, for the first lieutenant and master, in whom he had confidence; or perhaps turned a deaf ear to his complaints of incapacity in those appointed.

When a huge American ship, with all her advantages, captures a British frigate under various disadvantages, besides manifest inferiority of force, it seems so deep, so knowing, to issue a great long story about "*the day of battle*," and preparation for it, as if the captains of H. M. S. were not in the habit of training their men to the guns, nor expected to meet with a foe: yet a stranger seeing a paper which was not long since shewn me, would think from the tenor of it, that the grossest neglect had pervaded the service, in a point where the exercise was so common and in such daily use, that this was the sole cause of the matter not being inserted in that bit of choice reading, the ship's log. Now I request *those who know*, to consider whether the neglect they had heard of in a *few* instances had not taken place in ships whose captains had such family or borough sway, that they could not conveniently treat them as they deserved. "Make a minute," and "write a letter," is easy to say; and when the heads of a great department, whose rank in life gave them feelings, before they were in power, like those of the men they are addressing, write the letters themselves, the language and manner will naturally partake of their former feelings, though mixed with the soul of official apathy and consequence; but when the "minute" descends lower, and the letter is to be framed by an understrapper, then it is that the want of blood bursts out in all the "insolence of office," and then those high and mighty swaggering blades, the captains of H. M. navy, get it handsomely, particularly if it is late when the letters are offered for perusal or signature.

Can we, Mr. Editor, attribute any or many of the evils the navy has to

complain of to the rumoured want of favourable impressions at the fountain whence all military honours and favours emanate? Can any of your readers say, we do labour under this want of favour, and state the proofs, or can any, more sapient still, tell us why?

I fear, Mr. Editor, I have exceeded your bounds, and perhaps both yourself and reader would prefer my continuing in silence. At all events, I remain a sincere friend to my country and profession,

And your humble servant,

A. F. Y.

P. S. Other parts of *Nestor's* excellent letter suggest various considerations, with which I mean to trouble you.

MR. EDITOR,

BY inserting this in your NAVAL CHRONICLE, you will oblige your constant reader, and particularly the officers concerned.

I am, Sir, yours, &c.

A FRIEND TO THE NAVY.

London, May 1st, 1813.

To the Governors and Directors of Greenwich Hospital.

Seven years having nearly elapsed since the first institution of officers on the out-pension list of the hospital, and there being no doubt of the funds since that time materially increasing, permit me to draw your attention to the situation of these officers, in comparison to that of those within the hospital, in respect to the difference of salary, exclusive of house, &c. and as it is enacted by the act of Parliament on their first establishment, that power rests with you, to increase the pension as you may think proper; but, that the pension with the half-pay, was not to exceed three-fourths of what the officers in the hospital received: the disproportion now is so very great, and as I said before, exclusive of the house, &c. that it is to be hoped you will be pleased to take their case into your consideration; and cause such addition thereto, as you (in your wisdom) may think meet. It is a very great hardship on them, to be obliged to pay the income tax out of the small pension they have; even if that was allowed, it would, in some small degree, assist them: the pressure of the times, when every necessary article of life is so exorbitant and dear, is severely felt. Let the age and long services of these veteran officers plead in their behalf; and, although the number of officers within the hospital is so very limited (but, in the opinion of every one, ought to be increased), still, let these without, reap that proportionate benefit, which, in consideration of their past services, you, Gentlemen, may think just and proper. Trusting you will do so, I remain, Gentlemen, your most obedient humble servant,

PHILO-NAUTICUS.

MR. EDITOR, 10*th May*, 1813.

OF late years, so many new baronets have been created, that it is indeed questionable, whether that title is any longer desirable by our naval heroes (except they are made knights of the Bath), yet from the

number of them to be found on our list of admirals, it does however appear that there is still some consideration and estimation assigned to the possession of it, at any rate by the parties themselves; and I am far from thinking that the honour in any case has been misapplied, for no one is a more enthusiastic admirer of the honour and glory attached to the naval profession, and of course of its meritorious members. Whilst we have a batch of *Sirs* at every other name on the long list before mentioned, how mortifying to the pride and affection of every true Englishman, and British sailor, to see such names as these stand unnoticed, and unhonoured, in the same manner. I mean the names of Admirals Cornwallis, G. Montague, Holloway, Thornborough, G. Murray, and Phillips. I mention these only, from an host of honest naval worthies, whose fame, and honourable names, indeed, require no titles to proclaim their merit, but cannot help thinking, that *the want* of them proclaims the ingratitude and carelessness of those in power, who seldom forget *conferring* a title when it has any chance to *confer* on them in return a vote or two in the H. of C———. Having said so much, I must be allowed to state my conviction, that the voice of the nation, and of the navy, even at this day, would recognize in plain William Cornwallis (perhaps before any other admiral in the list), the man calculated to lead our fleets to glory and victory, were he and they to have an opportunity of again meeting the fleets of the enemy.

His time of life now, however, does not allow us to hope, that he can again enter upon active service, unless the call was more urgent than it is likely to be; but he ought not to go down to the grave, unhonoured by his Majesty's government; for, with the nation and his professional followers, his reputation stands as high as possible—second to none now alive. A peerage conferred on him, even now, would confer honour on the royal donor of our national rewards and honours. We greatly require a new order of naval and military merit; and, considering what has been said on this subject, it seems very surprising this has not yet taken place: an increase of knights of the Bath *does not* at all answer the purpose. I wonder we have no order of St. George, with a distinguishing medal and badge, but without the expense of the other orders.

A FRIEND TO NAVAL MERIT.

MR. EDITOR,

I AM afraid the list of names for our men of war, which I sent you in lieu of our *foreigners*, will get me into bad *bread* with some of your numerous readers and correspondents, as appears from Impartial and Robinson Crusoe's different attacks; the former says, if *I* cannot *pronounce* the French names, *every one* connected with the navy *can*. This sapient remark really astonished me; for, without obtruding my own proficiency as a French scholar, on Impartial, or the public, I must be allowed to doubt if every common sailor, or one in every five hundred, comprehends the meaning of the French names used for some of our ships: for my part, although I admire the language as such, and doubt not most of our naval officers (like other well educated gentlemen), both read and speak it, I never wish to have it in general use in this country, and can see no

difference in having French names for our ships, from naming our cities, streets, villas, and estates, in the same manner; both I consider as a national degradation, and I hope many will be of the same way of thinking as Robinson and me on this point.* Having designed in my long list (which I perceive was *too long*) to furnish *variety* of names, they could scarcely be all alike applicable; but they were all either before in use, or *similar* to others, now used and approved of in the navy. The names of manufacturing towns, or places mentioned in history, have long been used. I admit that *Glenalvon is improper*, and readily agree to its expulsion, with others, if there are any, to which similar objections apply.

C. D.

MR. EDITOR,

THE present mode of priming a gun on board a ship is with fine powder poured into the vent, previously pricking the cartridge with a priming wire; a small train of powder is then carried for two or three inches from the vent along the gun. On applying the match to the end of this train, the fire runs freely, till its arrival at the vent, where it keeps phizzing for some time before the gun is discharged. This delay destroys the intended effect of the best laid gun: for during the time the powder is burning in the vent, the motion of the ship has altered the direction of the gun, and in consequence the shot takes a direction as if the gun had never been laid.†

From this cause alone it is evident, that discharging a gun in the least possible time, after the word is given to fire, must be an advantage to firing with precision. To accomplish this, tubes and portfires have been adopted; but as these articles are inadmissible on board of a ship, gun-locks have been introduced. This certainly produces instant firing to the priming, but nearly the same delay occurs at the vent as in the common method.‡ I beg to submit a method for priming, which, *on trial*, will be found to equal a tube in quickness of discharging either gun or mortar, and with a certainty far superior.§

The common slow or gun-match now in use, will be found to answer the purpose of firing the priming; equally as ready as a portfire, or red-

* The names of Trafalgar, Aboukir, Camperdown, St. Vincent, &c. serve fully to perpetuate our victories.

† This delay is liable to be further encreased, by bruising this small train with the powder-horn (the man that primes being instructed to do so); in the performing of this, if care is not taken, the powder that is laid over the vent gets compressed, and forced into it, which in a manner plugs it up.

‡ So long as powder is used for priming, this delay cannot be remedied, in consequence of the vents being vertical (or nearly so) to the bore of every species of ordnance; and the thicker of metal the gun is at the vent, the greater will be the delay.

§ Tubes are known to miss firing the cartridge, and the defect cannot be discovered until it is fired: any defect or imperfection in quick match is immediately discovered.

hot iron. To effect this, it is essentially necessary to strictly forbid blowing the match previous to applying it to the priming (as the man that fires is now particularly instructed so to do); instead of which, on the word *fire* being given, the match ought to be smartly flipped with the finger a little above the part that is burning (this will cause the ashes to fall off, and disclose a bright coal of fire); and if it be that instant applied to the priming, will not fail to have immediate effect.

Instead of priming with powder, quick match* should be used, which, after loading the gun, is to be introduced into the vent, and suffered to fall down it, without using the least force, to prevent breaking the match, which would in a small degree choak or stop the vent, and probably im-

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* The following composition for making of quick match will be found superior to any now used:—Take three strands of equal lengths, either of *fine* cotton or worsted yarn; if the match is intended to be made of the former, let it weigh 2lbs.; if of the latter, 12 oz.; one gallon of *best* spirits of wine; 14 lbs. of mealed powder (that is, fine powder bruised and passed through a fine lawn or silk bottom sieve); and half a pint of thick starch, made in the usual manner; take the yarns, and lay them evenly in the bottom of a copper or earthen pan, leaving the last end of each strand hanging over the edge of the pan, which tye with a bit of thread to prevent their separating; dilute the starch with the spirits in another pan; add half of the mealed powder, which when well mixed with the spirits, pour over the yarns in the first pan; stir it up well with the hands, that the yarns may imbibe as much of the composition as possible; lay the ends of the yarns that were hanging out of the pan by themselves in the composition; let it soak for about 30 minutes; then take the ends of the yarns, and draw the whole of the yarns out of the first pan into the second pan; and as you draw them out, lay them evenly at bottom, as before directed; pour what composition remains in the first pan on the yarns that are now in the other pan, and let them soak for about 30 minutes longer; then take the ends that are at top, and fasten them to a wooden reel, and wind the match smoothly on it, leaving a small space between each round to prevent their touching each other; sprinkle as much of the remaining mealed powder from a dredging-box as will cover the match on one side of the reel; turn the reel and sprinkle the other side in the same manner; do this alternately as the mealed powder gets damped from the composition on the match, until no more will lay on it; then lay it to dry; proceed in this manner till the whole of the yarns is wound on reels; on the match being perfectly dry and stiff, it must be taken off the reels (by cutting each round of match in two with a pair of scissars, and packed up in dry port-fire paper for use.

To insure having good match, it is necessary to have the best spirits of wine; to ascertain this, put a small quantity of powder (a quarter of an ounce will be sufficient) into a cup; pour on it as much spirits as will cover it; set fire to the spirits, and if the spirits is good, the whole will be consumed, and will ultimately fire the powder; but if the powder is not fired, the spirits is not good. When spirits of wine is not to be had, brandy, rum, &c. may be used; but the goodness of the match will depend on the quantity of the spirits used.

pede the fire, turning the end of the match left sticking out of the vent* on that side of the gun next to the man that fires. On applying the gun or slow-match as above directed,† the quick-match will (if made agreeable to note [*] in the preceding page) be found to take fire with equal facility as a tube, and the gun be instantly discharged.

Accidents that at times occur from using powder for priming, will be avoided by using of quick match: as fire will not be found to remain about either the vent or carriage after the gun is discharged.

Your very obedient servant,

AN IRON GUN.

P.S. With regret, I observe, the mania for teak built ships has reached a department, the members of which have certainly been induced to adopt this measure, from the fallacious representations of interested individuals. However suitable teak may be for building of merchant ships.‡ I am persuaded it is very unfit to be used in the construction of any of his Majesty's ships. No kind of plank or timber, that has hitherto been introduced into the service for ship building, will be found to splinter, and shaken to pieces, in the manner teak will, from the effect of cannon shot. It would be doing the service a benefit, if they were to pause in giving orders for constructing any more ships of war in the east; previous to their causing an experiment to be made, under the superintendance of a committee of flag officers and post captains, by having two targets made of teak (8 or 9 feet square) and of the thickness commonly given to the side of a 38 gun frigate and a 74 gun ship (these targets to be framed and put together; to represent as near as possible, a portion of the side of each of these kind of vessels), and cause six rounds of round shot to be fired at each target at the distance of 5 or 600 yards: viz. 3 rounds perpendicular,

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* The length of quick match, for priming a gun, will depend on the thickness of metal at the vent; whatever thickness this may be, and two inches more, will suffice. This length is given, rather to prevent the match from disappearing altogether in the vent, than from its being actually required to fire the cartridge; for if, only four inches be introduced into the vent, the discharge would be as certain as if the whole was introduced. Twenty lengths of quick match would be a sufficient quantity at one time for each gun, and which could be laid horizontally in a tin box with cover, and strapped round the waist of the vent's man.

† The nearer the slow-match is applied to the vent, the quicker will be the discharge, taking care that the slow-match be not held immediately on the vent, as the explosion would break the coal of fire.

‡ The rage for merchant ships built with teak plank and sissoo timbers, will assuredly fall into disrepute when the defect that sissoo is liable to, comes to be generally known; that is, its not being able to endure the confined warm damp air, which is in all ships holds; from this cause, it soon gathers a white hoar or mould, which, in time, rots the timber to that degree, that handfuls may be pulled off. The first kind of prime sissoo is equally liable to this decay, as the kind that is generally used. Ships of this construction, will, in time, require repairs; and, on stripping the planks from off their bottoms, the shipwrights will discover what will agreeably surprise them.

and 3 rounds obliquely, at an angle of 15 or 20 degrees, with the usual service charge of powder, from an 18-pounder gun at the target, representing the side of a frigate ; and from a 32-pounder at the other one.— Then let the committee in their report determine on the propriety of adopting teak in the construction of ships of war, or in making of masts or yards, &c.

The utility of making these experiments, is not only with regard to teak,* but it ought to be a standing rule, not to admit any new species of timber into the service, without previously subjecting it to an experiment, in order that its good or bad qualities may be discovered.

MR. EDITOR,

IN my fifth letter, Vol. XIX.† as well as in other parts of my correspondence, it may be seen that I fully agree with Nestor in his opinions and wishes respecting corporal punishment. Recent circumstances of an official nature, as well as the various discussions which have taken place on the subject, have somewhat changed the ground on which I then had to reflect and expatiate.

It was certainly intended (what ought rigidly to have been the case), that the order for the quarterly returns of the number and nature of punishments inflicted on board H.M. Ships, should be of the most secret nature ; but perhaps it was impossible to make them so, considering the various offices and hands they had to pass through, and those concerned in making them out. What effect may ultimately ensue from the measure, I cannot pretend to say, but I hope a good one, as discussion is always the road to truth, and every new argument elicits some sparks, with which to kindle the sacred flame. Discussion destroyed the Slave Trade, will emancipate the Catholics, and will reform the House of Commons, though what time the approximation will take, I cannot guess; but I will also hope that the same powerfully progressive means will put an end to corporal punishment.

I am an old man, Sir, and may be allowed to dream over my fire side a little, and see things in my mind's eye, which are not yet above the horizon of existence ; and in this way I hope I foresee, that the great, the real downfall of corporal punishment will be finally effected, by no appearance of its necessity existing. The auxiliary ends of a general diffusion of knowledge from Mr. Lancaster's extraordinary exertions, and of the means of making the best use of that knowledge, by the dispersion of the scriptures, through the steady course of the venerable society for propa-

* In order to prevent any delay in carrying this experiment into execution from the want of timber. As much teak as will be sufficient for making these targets, may be had from the upper works of ——— frigate, arrived last year from the East Indies, (her name I do not immediately recollect) that there met with the same kind of accident, that has lately befallen the Captain at Plymouth.

† Page 460.

gating Christian knowledge, and the youthful and vigorous exertions of the Bible societies, will, I have the most sanguine expectations, and most ardent hopes, give the most effectual assistance that can be produced to accomplish the blessed effect, by the universal diffusion of Christian morals.

In the mean time we have to struggle against difficulties, and I must descend from the soaring flight of hope and expectation, to the abyss of *fact*, and by this criterion, I fear that the order abovementioned has done great *present* mischief. While human nature wants some controul, when that which has been found inexpedient as well as hateful, is about to be taken away, a substitute should have been offered. The code of punishment should have been obliterated, by a system of encouragement and rewards, but legislation, whether civil or military, has not yet taken this enlightened path to the consummation so devoutly to be wished for, and the thoughtless and inexperienced officer, and the man without resources, are left in a most aukward predicament. The number of lashes inflicted on board a ship is not a sure criterion of her state of discipline, and a variety of concomitant circumstances, which the quarterly reports do not at all explain, must be taken into the account, to enable a man to form a true judgment of the propriety or impropriety of the punishment there exhibited. In consequence, the new inquisition to which commanders are liable, from the Admiralty or commanders in chief to whom the returns are made, has weakened their power, and many are led into a lax discipline, or otherwise into the invention of some torturous degradations, which do not appear in the returns, in hopes to establish characters of good disciplinarians; while others, who court not applause by any bye ways, but pursue the course pointed out by the existing laws under which they are placed, are subject to remarks or reprimands which they do not merit. I am told by officers lately returned from abroad, that many unpleasant circumstances have already occurred from the operation of this order.

In a serious periodical publication (the Christian Observer) abundance of praise is lavished on our naval rulers, for a late regulation for the issue of Bibles, &c. Such a regulation delighted me, and I took the earliest opportunity that offered, to see and examine the mode in which the sacred volume was to be distributed to our gallant tars, and I regret that I can speak only from memory, not having the order in my possession. Great was my disappointment!!! That miserable imp, which apes economy, the demon of mean and futile parsimony, which seems the spirit consulted by some of our rulers, appears here in all its pinching deformity, and the whole arrangement marks strongly that glaring want of the knowledge of human nature, which is so characteristic of these persons. The poor Bible is put upon the footing of a Guernsey frock, or a pair of shoes. It is made a slop of, and is to pass muster regularly, with the rest of Johnny's kit. It is to be served out to a mess of a certain number of men, whether they can read or not; and at the end of the station, doubtless, lest any part of the expenditure of naval estimates, should run over to my department of the land, the Bibles are to be returned into store!!! ready for a re-issue!!! I wish any officer would send you the precious document, for it is really the model of other late regulations, marked with the same characteristic

penny-wise wisdom, and close-fisted prudence. I am more particularly anxious to see again this document, really hoping that I must have made some mistake in a hasty perusal. The sacred volume cannot be too generally diffused, and I felt great pleasure when I heard, that those who ought to take care of all the concerns of the poor fellows under their sway, were about to take this most material part of them into due consideration. I concluded, that some chests of Bibles and Religious Tracts were to be sent to every ship, to the mutual trust of the captain, and chaplain where there was one, and to the commander solely where there was not. I concluded, that the valuable gift was to be, to all who can read, and answer such queries as evinced that they were capable of making good use of it. The possession of a Bible or other good book, with the name of the possessor written by the captain or chaplain, might become a sort of certificate of decency of conduct, as well as of a certain proficiency of learning, and the board need not fear, that if, when peace arrives, our seamen and marines should take these volumes to their parish churches, that parliament would impeach them for a perversion of the naval supplies. I should have thought the regulation I saw, more likely to have sprung from the fraction mongers of the *strand*, than the enlightened men near Whitehall, had not minute and immaterial items latterly appeared to be more visible to their peculiar optics, than the greatest and most important objects.

From the manner in which this doubtless well intended *loan* of Bibles has been brought forward, I fear it will turn out of little use, and I also fear in many ways, will cause mirth and contempt, where serious reflections and permanent gratitude might have been produced.

I will add a few words on the subject of corporeal punishment, and relieve you from your attention to me for the present. In all the discussions which have taken place in the House of Commons relative to it, I think it has been allowed by many, that it might be beneficially put an end to in the army, but I do not recollect any one saying as much for the navy, and by some it has been asserted otherwise. I am not of that opinion, though I would not directly, or perhaps ever *entirely* withdraw *all* such power from naval commanders, but give them the more useful, and most gratifying power of rewards, enabling them to use the nobler stimulus of hope, instead of the degrading impulse of fear. But I would at once abolish that brutal, odious, disgustingly useless mode of punishment by flogging from ship to ship, which I most cordially agree with Nestor, in loathing and deprecating upon every good principle of human nature, and I believe I may safely add, every wise principle of human policy. Banishment or any commutation would be preferable to this mode of torture. Another mode of naval punishment should be instantly put an end to, that of making a ship's company, or selections from various ship's companies, all manually assist in the execution of a criminal. It revolts the minds of the good, it hardens the hearts of the bad. It is a peculiar hardship on seamen only, and dreadful as it must be to be one of those selected to fire a ball through the body of a condemned man, it is still free from a portion of disgrace and disgust, which hanging produces. The

mouth of a cannon is infinitely to be preferred to this mode, but surely in the former case, the present shore practice of a *drop*, to launch the unfortunate being into eternity, is much less revolting to humanity than to see a poor wretch hoisted to the yard arm, by some scores, or perhaps hundreds of his fellow creatures. The change might be easily effected, as I believe no *law* prescribes the present mode, and the abolishing flogging from ship to ship might be easily commuted also.

Nestor cannot more than myself dislike the system of the noble lord mentioned in the note to his letter, and I would sooner see Lycurgus legislating for the rank, beauty, and fashion of London, than his lordship for the British navy. This system of coercion, however, is equal to the meanest capacities to execute, and want of feeling and sense generally associate; but the wise and good must unite in the desire to see the *system of attachment* take place. In that system only will there be found that operation so very desirable among all bodies of men, but particularly desirable in a British ship of war, "*a long pull, a strong pull*, and *a pull altogether*."

Your humble servant,

A. F. Y.

MR. EDITOR, *Walworth.*

AS every circumstance relating to the gallant action begun by the lamented Captain Lambert, and afterwards so ably and nobly supported by his no less skilful and valiant second, Lieut. Henry D. Chads, must be interesting to every officer of that service to which he promises to be a distinguished ornament, I am therefore induced to send you the detail of the action between H. M. late frigate the Java, and the United States frigate the Constitution, as presented to the court assembled to try Lieutenant Chads and the remaining officers and ship's company, for the loss of that ship; together with the evidence of Major General Hislop, as to the determination shewn by the gallant Chads to commence the second action, whilst the least gleam of hope of ultimate success remained; also, a copy of the testimony born by his antagonist Commodore Bainbridge, in a letter addressed to Lieutenant Chads, after the remaining officers and crew of the Java had been landed from the Constitution at St. Salvador, and she had quitted that port, to the seaman-like and obstinate manner in which the surviving commander of the Java contested for the palm of victory, as these documents reflect much honour on both parties; and in the hope that the gallantry of our frigate's crew may be known throughout the British dominions and preserved from oblivion, I send them for insertion in the NAVAL CHRONICLE, that they may be recorded amongst the numerous testimonies therein preserved of the prowess of British seamen. But it is not merely at the severe struggle maintained by the Java against so very superior a force as that of the Constitution, and the British vessel always being the assailant, that alone claims for Lieutenant Chads and his brave companions the gratitude of his country: for had not this commodore of a formidable squadron consisting of the Constitution, Essex, and

Hornet, which were destined for the Indian seas, and victualled each for nine months, met with the Java, and been so disabled from the action that ensued, the havoc that they would have made amongst our Indian commerce is incalculable; I have therefore but little doubt that the East India Directors, whose liberality on all occasions where H.M. naval officers have performed any service for them, or as in this case averted any calamity that would have inevitably befallen their shipping, had this squadron reached the Indian seas, will not fail to reward such services as have been rendered to them by Lieutenant Chads. Government, it is understood, have determined to give him immediate promotion, which I am confident will be hailed with acclamation by the whole nation; and the India Company will, I trust, present him with some pecuniary recompense for the severe loss he has sustained; this being the second time that in hard-fought actions with the enemy he has lost his all; for with his late gallant and esteemed commander Lambert, he was captured in the Iphigenia at the Isle of France. It is well known, at least to your naval readers, that a first lieutenant, when left in command, after the captain having fallen in action, is captured, is immediately sent on board the victor's ship by the enemy's officer, who takes possession of the prize, consequently cannot have the same advantage as others in preserving his property from pillage; but these circumstances will unquestionably be duly appreciated by, and meet with, a liberal consideration from the Court of Directors of the East India Company.

I am, &c. I. T. L.

[Enclosure.]

Address to the Court by Lieutenant Chads.

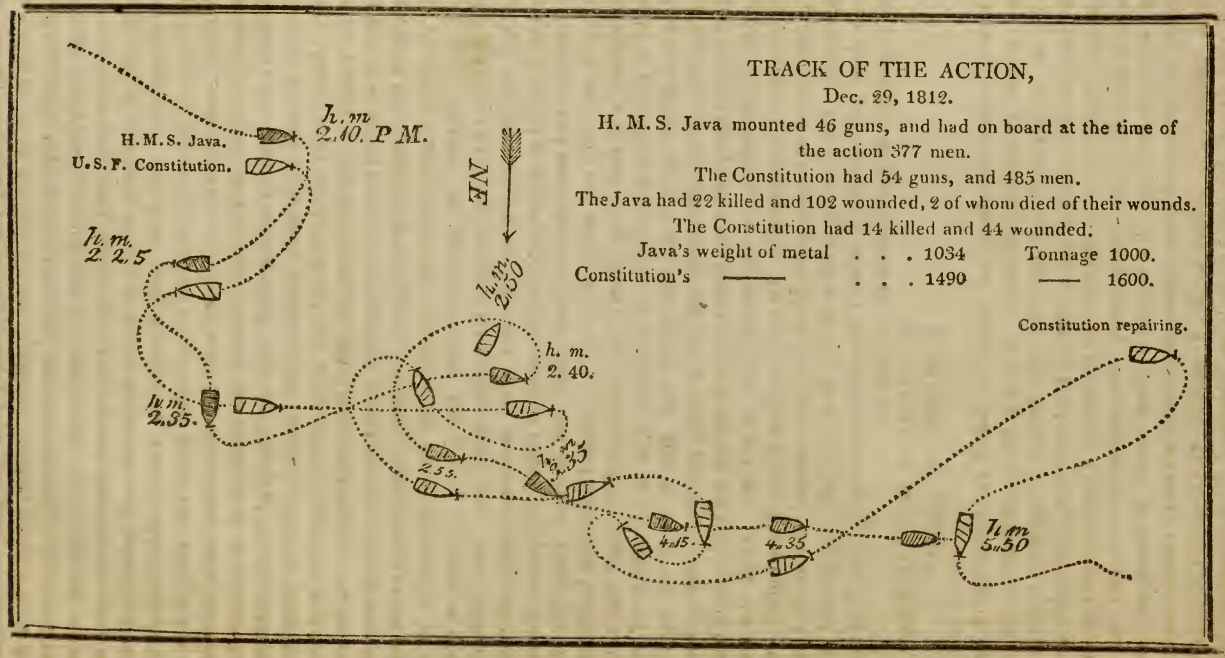
MR. PRESIDENT AND GENTLEMEN,

"Standing before this honourable court, to answer for the loss and capture by the enemy of H.M.'s late ship Java, I cannot but feel myself deeply impressed at the great responsibility that attaches to me, which cannot but affect my mind with the deepest anxiety and solicitude, encreased to distress by the untimely fate, and to me the irreparable loss of my ever-to-be lamented commander. In this situation, Sirs, I could not bear up, did I not feel the cheering though still anxious hope that I shall, with the surviving officers and ship's company, be considered by this honourable court as having made every effort within the power of human exertion to defend and save H. M.'s ship. I feel also great consolation in believing, that in the detail of the action, which I shall lay before this honourable court, the skill and determined bravery of my beloved captain will be most conspicuous, and that in this last action of his life, although success has not crowned his exertions, that yet his character will be unsullied, and his memory honoured and revered.

"My public letter is before this honourable court; but being written immediately after the action, and on board the enemy, it does not, or indeed could the compass of a letter contain the whole detail of so long an action, and which detail therefore I now submit to this honourable court."

Detail of the Action.

"At 8 A. M. close in with the land, with the wind at N. E. discovered a sail to the S. S. W. and another off the entrance of St. Salvador, cast off the prize in tow, and made all sail in chase of the vessel to leeward. At 10 made the private signal, which was not answered. At 11 hauled up, bringing the wind on our larboard quarter, took in all studding sails, prepared for action, the stranger standing towards us under easy sail, and apparently a large frigate. At a little after noon, when about four miles distant, she made a signal, which was kept flying about 10 minutes, when she tacked and made sail from us under all plain sail, running just good full; hauled up the same as the chase, but the breeze freshening, could not carry our royals; we were going at least 10 knots, and gaining very fast on the chase. At 1. 30. she hoisted American colours. At 1. 50., having closed with the enemy to about two miles, he shortened sail to his top-gallant sails, jib, and spanker, and luff'd up to the wind; hoisted our colours, and put ourselves under the same sail, and bore down on him, he being at this time about three points on our lee bow. At 2. 10., when half a mile distant, he opened his fire from the larboard side, and gave us about two broadsides before we returned it, which was not done till within pistol shot, on his weather bow, with our starboard guns. On the smoke clearing away, found him under all sail before the wind; made sail after him. At 2. 25. engaged him with our larboard guns, received his starboard; at 2. 35. wore, and raked him close under his stern, giving him the weather-gage, which he did not take advantage of, but made sail free on the larboard tack; luff'd up, and gave him our starboard guns, raking, but rather distant; made sail after him. At 2. 40. enemy shortened sail; did the same, and engaged him close to windward. At 2. 50. he wore in the smoke, and was not perceived till nearly round, having just lost the head of our bowsprit, jib-boom, &c.; hove in stays, in the hopes of getting round quick and preventing our being raked, but the ship hung a long time, and we received a heavy raking broadside into our stern at about two cables' length distant; gave him our larboard guns on falling off; the enemy wore immediately; did the same. At 2. 55. I brought him to close action within pistol shot (at this time the master was wounded and carried below) till 3. 5., when finding the day evidently gone, from all our rigging being cut to pieces, with our fore and main-mast badly wounded, Captain Lambert determined on boarding, as our only hope, bore up, and should have succeeded in laying him abreast of his main chains, but from the unfortunate fall of our fore-mast, the remains of our bowsprit passing over his stern and catching his mizen rigging, which was a great misfortune, as it brought us up to the wind, and prevented our raking him; whilst under the enemy's stern, attempting to board, there was not a soul to be seen on his decks, from which circumstance I am induced to believe there was a good prospect of success; this manœuvre failing, we were left at the mercy of the enemy, which he availed himself of, wearing across our bows, raking us, when our main-top-mast went, and wearing again at 3. 2. under our stern. At 3. 30. our gallant captain


TRACK OF THE ACTION,
Dec. 29, 1812.
H. M. S. Java mounted 46 guns, and had on board at the time of the action 377 men.
The Constitution had 54 guns, and 485 men.
The Java had 22 killed and 102 wounded, 2 of whom died of their wounds.
The Constitution had 14 killed and 44 wounded.
Java's weight of metal . . . 1034 Tonnage 1000.
Constitution's —— . . . 1490 —— 1600.
H.M.S. Java.
U.S.F. Constitution.
h. m. 2. 10. P M.
NE
h. m. 2. 30
h. m. 2. 2. 5
h. m. 2. 40.
h. m. 2. 35.
2 55.
h. m. 3 35
4 h 15
4 h 35
h. m. 5. 50
Constitution repairing.

was mortally wounded, and carried below; from this time till our mizen mast went at 4. 15. he laid on our starboard quarter, pouring in a tremendous galling fire, whilst on our side we could never get more than two or three guns to bear, and frequently none at all. After this we fell off, and the enemy shot ahead, which again gave us the chance of renewing the action, which was done with good spirits broadside and broadside, Java very frequently on fire from firing through the wreck, which lay on the side; engaged till 4. 35. when the Constitution made sail, and got out of gun shot, leaving us a perfect wreck, with our main-mast only standing, and main-yard gone in the slings; cleared the wreck, and endeavoured to get before the wind by setting a sail from the stump of the foremast and bowsprit; got the main tack forward, the weather yard-arm remaining aloft; cleared away the booms and got a top-gallant mast out, and commenced rigging it for a jury foremast, and a lower steering sail as a foresail, but before we could get this accomplished, we were obliged to cut away the main-mast to prevent its falling inboard, from the heavy rolling of the ship. The enemy bore up to renew the action; made every preparation to receive him, reloaded the guns with round and grape; mustered at quarters, and found 110 men missing, six quarter-deck guns, four forecastle disabled, and many of the main deckers, with the wreck lying over them, the hull knocked to pieces, and the foremast, in falling, had passed through the forecastle and main decks, all our masts and bowsprit gone, the ship making water, with one pump shot away; consulted now with lieutenants Nerringham and Buchanan, when it was determined to engage him again, should he give us an opportunity of so doing, with a probability of disabling him, which was now our sole object, but that it would be wasting lives resisting longer, should he resume a raking position, which unfortunately was the case, and when close to us, and getting his broadside to bear, I struck, and hailed him, to say we had done so at 5. 50. At six she took possession of us, and proved to be the American frigate Constitution; the next day I found our loss was 22 killed, and 102 wounded, two of whom are since dead. The Americans allowed they had 10 killed, but differed very much about their wounded, which I found to be 44 severely, and four mortally; the *slight* wounds I could not ascertain.

H. D. CHADS, Senior Lieutenant.
B. ROBINSON, Master."

Having in the detail stated the number of killed and wounded on both sides, and as my account differs from the one in the public papers, and said to be the official reports of Commodore Bainbridge, I beg leave to state to the court, the manner in which I obtained this knowledge. Being of course anxious to discover the loss sustained by the enemy, I directed Mr. Capponi, assistant surgeon, to lend his assistance in dressing their wounded; this he did, and reported to me the statement I have made. It having also been stated in the papers, that the Constitution was in a short time in a condition to commence a second action, I must beg to observe, that I do not think such a statement could have been authorised by Commodore Bainbridge, for her rigging was much cut, and her masts severely wounded, so

much so, as to oblige her to return to *America*, which she certainly otherwise would not have done, for she was waiting only to be joined by the Essex on the coast of Brazil, when the further destination of this squadron, I was given to understand, *was India*. The enemy having hauled off out of gun-shot, was for an hour refitting and preparing to renew the action, during this interval, having on board Lieutenant General Hislop, an officer of distinguished rank, I thought it my duty to make a communication to him of the state of the ship, and to apprize him, that should the enemy resume a raking position, I feared a continuation of the action would be fruitless, but that I was still ready to do so, to which the Lieutenant-general replied, that he was of opinion, that his Majesty's ship had been defended to the last moment, and that further resistance would be hopeless.

Evidence of Major General Hislop.

" It would be presumption in me to suppose that any testimony of mine can be requisite to give weight to the more substantial proofs which must appear before this honourable court, in manifestation of the exemplary conduct of Lieutenant Chads, as connected with the important matter submitted to its inve stigation and judgment. Impressed, notwithstanding, with the hope, that if I cannot strengthen, I shall not at any rate diminish the claims he may otherwise be found to have to a decision most honourable to him, I have felt induced to give indulgence on the present occasion to the expression of those feelings of admiration, with which I witnessed the cool, firm, and determined resolution of that officer, when it was but too evident that no chance remained to him of any successful resistance on a renewal of the action against the enemy; nevertheless, his determination to maintain the contest, should the possibility of hurting or disabling the enemy's ship present itself, remained unshaken. Such an opportunity, however, was not put in his power, and it was not until the unavailing loss of innumerable lives was at the very point of being effected, that he consented to yield to the superior force he had contended with, thereby exhibiting to the latest moment a degree of undaunted perseverance which did not fail to acquire him the encomiums of the brave enemy he had been opposed to, whose voluntary and unexpected avowal thereof was subsequently in the handsomest terms, communicated to him. It would also be presumption in me to speak of the distinguished bravery and merit exhibited by the late Captain Lambert to the moment of receiving his much lamented wound, and whose melancholy fate I shall ever most deeply deplore."

I beg further to offer to this honourable court, a note that was transmitted me by Commodore Bainbridge after the Constitution was gone to sea, which will shew the opinion our enemy entertained of the action.

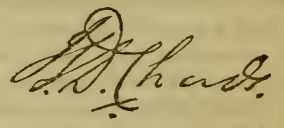
" Commodore Bainbridge has learned with real sorrow, the death of Captain Lambert, though a political enemy, he could not but greatly respect him for the brave defence he made with his ship; and Commodore Bainbridge takes this occasion to observe, in justice to Lieutenant Chads, who fought the Java after Captain Lambert was wounded; that he did every thing for the defence of that ship, that a brave, and skilful officer

could do; and that further resistance would have been a most wanton effusion of human blood.

U. S. F. Constitution, St. Salvador.
Received on the 5th January, after the Constitution was gone to sea."

I will trouble the court with but one more remark. When the prisoners were removed from the Java, she was set fire to, although but 12 leagues distant from St. Salvador, with moderate weather, the cause of which was, her shattered state, and not from any fear of taking her to a neutral port, as stated in Commodore Bainbridge's letter, for he repaired to the same port with his own ship, carrying in a valuable prize, the Eleanor schooner from London. Having submitted every thing to justify and preserve from censure, the memory of my much respected captain, I throw his character with that of my own, the surviving officers, and ship's company, on the protection of this honourable court, to whose opinion I look with earnest and heartfelt solicitude; an opinion, by which the country will judge of my conduct, and on which all my future prospects in life depend. Hitherto I have preserved an honourable character, and should this character be once tarnished, life can be no longer desirable. I will trouble the court no further than to offer my most grateful thanks for the indulgence I have experienced.

April 23, 1813.



MR. EDITOR, *London, 5th May*, 1813.

BEING an old friend to the NAVAL CHRONICLE, myself, with a number of officers, are much surprised you have not taken the least notice of the court martial held on Captain Butterfield, late of the Malacca, who was dismissed his ship at Madras, in August last. If you will refer to Steel's List for March, you will find it, and the letter the ship's company wrote to him, on leaving that ship. Having dined yesterday with a large party of naval people, the subject was mentioned; and we all thought it told much to his honour for humanity, and he being a very old officer, we considered him slighted by not appearing in your valuable work.*

A VICE-AD——L.

MR. EDITOR,

AT what time I do not now exactly remember, but it was not less than sixty years since; and being fond of hearing anecdotes related by seafaring men, I was accidentally present when some of them belonging to

* If the writer of this letter, or any of his friends, will favour us with the minutes of Captain Butterfield's court-martial, the same shall have an early insertion, it being far from our intention either to *slight* Captain Butterfield, or any other officer.—ED.

Shoreham, and Brighthelmstone, were conversing on *The Escape of King Charles the Second from Brighthelmstone.*

It was, I think, in a row-boat, with only four men, besides the master of the boat, who was at the helm, and the only person in the secret. I have quite forgotten the names of the relators, except that of Michael Tilson, who was, I think, a mate or master of a coasting vessel. His father was one of the boat's crew, but whether he was the person here alluded to I do not know: but I well remember, they said, he that rowed the aftermost oar, or spokesman, was an old man; and having a short pipe in his mouth, puffed the smoke now and then in the king's face; frequently eyeing his majesty, so as to cause some suspicion that he knew who the passenger was. The captain of the boat *(John Huddlestone)* reprimanded him for staring at the gentleman, as well as for smoking his pipe, so near as to incommode him. When he replied, looking in his Majesty's face,

"A cat may look upon a king, mayn't he."

It seems, however, that it was accidental, and that he did not know the king. One of the men, I now recollect, who was of the number relating it, was called Wingham, and I think was of Newhaven. John Huddlestone was afterwards buried at Brighton, and on his tombstone is an inscription which records his having carried over the king. If this inscription, Mr. Editor, has not been recorded in your CHRONICLE, I think you would do right to obtain it.

BILL BOSTON.

MR. EDITOR,

I TRUST you will be pleased to insert the accompanying documents relating to Captain Willoughby, and as they have not hitherto met the public eye, will be gratifying to the captain's friends, and to yours,

P. Q.

(COPY.)

H. M. S. Nereide, at anchor off the Isle of Passe,
23d August, 1810.

SIR,

I have the honour of forwarding you a copy of a letter, addressed to the senior captain, cruizing off the Isle of France.

Upon the 20th, perceiving five strange ships to windward, at 12 I clearly made them out to be the long expected enemy's squadron, consisting of the Bellone, Minerve, and Victor corvette, with two large Indiamen in company, their prizes (which I found afterwards to be the Ceylon and Windham), as I knew the French force in Port Louis consisted of three heavy frigates and a fine corvette ready for sea, and if the former squadron joined them, they would be far too strong for the Sirius, Iphigenia, and Magicienne, blockading that port and Black River; and though my anchorage was only supported by four guns (two of those upon open platforms, and only meant to protect the landing place against boats) I felt it my duty to use every means to draw the enemy into the anchorage of Grand Port; and the Isle of Passe answering their private signals with our French colours, so completely deceived them, that at one the Victor led in; as I had given the

most positive orders that the fire of the island was to be entirely guided by the manœuvres of the Nereide, the Victor passed the sea battery, and within pistol-shot of the Nereide, our union was hoisted, and fire opened. She was so cut up, that she struck her colours, and hailed us to cease firing, and as she anchored in obedience to my orders, I did so, and directed my whole attention to the Minerve, who, following her close within the same distance as the former, gave, and received our fire, and hailing the Victor, ordered her to cut and follow her, which I had the mortification of seeing instantly done, though my first lieutenant was alongside of her to take possession. The two Indiamen attempted to haul out, the Windham succeeding, and sailed to the southward, was captured next morning by the Sirius; the Ceylon was obliged to bear up and pass our fire, the Bellone following her in (going seven knots), steered direct for our bow, with every demonstration of boarding, but perceiving we were ready, had just time to alter her determination, sweeping our yard-arms, and giving her broadside.

The enemy's squadron must have suffered; mine trifling, our foremast badly wounded, driver boom cut in two, spars much cut, and lower rigging and fore and main stays; my killed and wounded as per margin.* I beg leave to express how zealously I was seconded by Captain Todd, commanding upon the island, and the whole of the party under his command; but owing to five of his guns of his sea battery, and one of the rear, dismounting the first fire, and a heavy explosion of nearly a hundred cartridges, blowing up sixteen men, put it out of his power to give that support he wished.

Though not an officer or man in the Nereide but knew their fate, if the enemy had anchored and engaged us, yet more chearful zeal could not be displayed.

I beg leave to enclose a copy of a letter I wrote to Commodore Dupere, on the 21st, and his answer on the same day.

I have the honour to be, &c.

N. J. WILLOUGHBY.

(COPY.)

H. M. S. Nereide, at anchor off the Isle Passe,

SIR, 1*st August*, 1810.

Trusting to the honour of the French flag, and the laws of war, I demand that the Victor corvette shall be given up to my disposal, in consequence of having yesterday struck her colours to his Majesty's ship under my command; hailed she had done so, and anchoring, in obedience to my orders, close to the Nereide.

Lieutenants Burn and Pye, whom I send with this letter, were in a boat alongside the Victor, to take possession of her, when she cut and followed the Minerve, being hailed and ordered to do so by her.

I have the honour to be, &c.

To Commodore Dupere. N. J. WILLOUGHBY.

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* *Killed*—John Coe (seaman), John Taylor (seaman), Thomas Lixindale. *Wounded*—W. Edwards (marine).

(COPY.)

SIR, *August 21st*, 1810.

In answer to the letter you did me the honour of writing, I am commanded by his excellency the commander-in-chief, General de Caen, to say that he objects to your extraordinary demand.

I have the honour to be, &c.

(Signed) DUPERE.

(COPY.)

H. M. S. Nereide, at anchor off Isle de Passe,

SIR, *19th Aug.* 1810.

In obedience to your order of the 15th inst. and received the 16th, to remain at the anchorage of the Isle de Passe for its protection, and to use my own discretion in landing upon the main for the distribution of the proclamations* for the inhabitants of the Isle of France, given to me by his Excellency the Governor of Bourbon, and intended for them, as I felt they were of the utmost consequence to our future operations against the Isle of France, I determined, after well reconnoitring with Lieutenant Davis of the engineers to land and attack their principal post of Point du Diable, the fort that commanded the N. E. passage into Grand Port, and having upon the 17th instant embarked 50 men of the 33d and 69th regiments and their respective officers, an officer and 12 artillerymen, from the Staunch, and 100 from the Nereide (50 marines and the same number of seamen, the whole of the different parties, volunteers) I left the ship at one o'clock in the morning, and landed before day-light at the Canaille de Bois; and after a march of six miles reached the point, and carried the works without the loss of a man; the commanding officer and three men on the side of the enemy killed, and three gunners taken prisoners. Having halted three hours, spiked eight 24-pounders, two 13-inch mortars, burnt the carriages, blown up the magazine, and embarked a 13-inch brass mortar in a new praam, well calculated for carrying troops or guns over flats, I moved on to the old town of Grand Port, a distance of 12 miles, leaving in the houses and villages we passed the proclamations, addressed to the inhabitants. On the whole

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* Captain Willoughby (we have been well informed) was placed in an extremely delicates ituation whilst distributing these proclamations: for had he been taken at the time, an ignominious death would have been the consequence, yet he actually went more than twenty miles in the country, and backed them with "*Captain Willoughby's Compliments*;" they found most of the houses deserted, were very particular that nothing like plunder, &c. should take place, though much plate was found at the gentlemen's seats—even fire-arms were left untouched.

When Captain Willoughby was made prisoner, after so gallant a defence of the Nereide, against such vast odds, some of the inhabitants waited on the French governor, requesting that Captain Willoughby might be brought to a military tribunal, and there tried and executed for distributing the Proclamation. The governor replied, "No, let the *foutre* live; he has lost his eye and ship, after defending her most gallantly."—Ed.

of our march we were attended by the Nereide and Staunch's three gun-boats, commanded by Lieutenant Deacon of the Nereide; and from the nature of the ground, they so completely commanded our road, that scarcely an enemy could shew himself; a strong party who were advancing to attack us were put to the rout by their fire, and six killed and wounded, General Vaude Masson (the second in command of the island, who had arrived with a strong reinforcement upon the 14th inst.) and commanded his party, was reconnoitring us the whole of this day, retiring as we advanced at sun-set, having succeeded in every view I had for landing, and gained from some of the most respectable inhabitants and well-wishers to the English the most satisfactory information, I returned on board; and wishing to know what effect the proclamation would have upon the inhabitants, I landed with the same force yesterday morning, taking the Staunch in with me to support us and cover our retreat, if necessary. I moved on, and destroyed the signal house, staffs, &c. of Grande Revourve, and perceived the enemy had seven or eight hundred men in or near the battery, but upon the opposite side of the river; I returned to the works of Point Diable, and continued three hours blowing up the remaining works. I then moved on to Canaille du Bois, and embarked at sun-set, leaving the Staunch to command and protect the harbour. The inhabitants appeared much tranquilized and satisfied with our conduct on shore, and the proclamation.

The loss of the enemy in two days was eight men killed, the wounded not known; mine as per margin;* and though the enemy would not give our small force an opportunity of meeting them in the field, yet I think it due to them to declare, that during the two days they remained on shore, and the ground, 20 miles, they marched over, never did I see greater order or steadiness displayed. To the zealous conduct of the whole of the officers I impute the small loss, particularly those commanding their divisions, Lieutenants Marlett, 33d, Nedhall, 69th, and Aldwinkle, Madras artillery; Cox and Pye, marines; Deacon and Weisse of the navy; to Lieutenant Davis, of the Madras engineers, and Lieutenant Street, of the Staunch, I am under the greatest obligation for their advice and exertions.

I have the honour to be, &c.

(Signed) N. J. WILLOUGHBY.

To Samuel Pym, Esq. Capt. of H. M. S. Sirius, and Senior Officer of the Isle of France.

Sir, *St. Denis, Isle of Bourbon, 27 Dec.* 1810.

I cannot allow you to part from these islands that have so often witnessed with wonder the intrepid, daring valour of your conduct, without joining in the general wish—that qualities so valuable may be duly appreciated by our country, and that services so singularly eminent may be distinguished by the beneficence of our gracious Sovereign.

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* *Wounded.*—Lieut. Davis, engineer, slightly; one private artillery, badly. *Missing.*—One Serjeant artillery.

Among the applauses of your own service and the admiration of ours, the testimony of my sentiments can add but little to your fame; but I should be ungrateful did I not state how large a share is due to you in the conquest of these islands.

On my first reconnoitering these citadels of French power in the east, I found the name of Willoughby already familiar with the inhabitants as a vigilant enterprising enemy, and a generous conqueror.

When we captured St. Paul's, it was the gallant Corbet who reconnoitered our landing place, and enabled us to debark with a secrecy and rapidity perhaps unequalled. You then fought by my side, leading by your example eighty seamen to the most daring achievements. I felt the full value of your services; my testimony of them is on record. When I had led my force back to Roderigue, you, ever indefatigable and on the watch for the enemy, made a landing at Jacolet, in the Isle of France, and experimentally confirmed our information as to the strength of the enemy; while your gallantry in carrying off a number of prisoners in the face of a superior enemy, was a new proof of unshrinking determination which surprised even your friends.

The conquest of Bourbon was the next scene in which your conduct was displayed, and this also is on record.

After this achievement, while most were refreshing themselves after the toils, hardships, and privations that were the lot of all, you, never inactive while any thing remained undone, volunteered to take the Isle de Passe, commanding the chief entrance to S. E. Port, and I gave you 100 chosen men to assist in that important service.

Your next attempt was in Point du Diable, the strongest post in the south of Mauritius, and doubly valuable as commanding the other entrance of Port S. E.

The gallantry of this attack, its complete success without the loss of a man on our side, your march of 22 miles afterwards, when from the disposition of your force you compelled a superior to retreat before you with loss; your distribution of the proclamation of the honourable the governor, which was attended with effects so beneficial, by demonstrating the views of our country in taking possession of these colonies; the orderly conduct of your force in abstaining from any act of irregularity, and thus gaining the confidence of the inhabitants, these were services of no ordinary description.

Whatever I could add to a testimony so exalted, would be superfluous. I must now take my leave; you quit those scenes where we have fought together and bled for our country; but you return to no ungrateful country; she has long known to reward that portion of her sons who have raised her name to the most exalted of the earth; and in thus honouring the splendid exertions of superior merit, has founded the most impregnable bulwark of her strength.

I have the honour to be, &c.

(Signed) HY. SKEATING, Lieut. Governor, and Lieut. Col. Commandant of the Forces.

To Captain Willoughby, Royal Navy.

To Captain Willoughby, *Royal Navy, &c.*

Sir,

The unfortunate, though gallant affair, in which you so eminently distinguished yourself at the Grand Port, and which for a short time interrupted all communication with you, prevented my replying immediately to your dispatch, which I received on the 21st of August, informing me of your having landed on the Isle of France on the 17th and 18th of that month, of your having destroyed the batteries and magazines at Grand Porte, and distributed the proclamations with which I had entrusted you, for the inhabitants of the Isle of France. I cannot, however, permit you to quit this colony without expressing to you my warmest acknowledgments for the very satisfactory manner in which you executed every part of this *important duty.* I feel it the more necessary now to make this official declaration of my sentiments to you, from the more intimate knowledge I have acquired, since I assumed this government, of the beneficial effects produced by those proclamations on the minds of the inhabitants. However much, therefore, I am disposed to admire that enterprising spirit and perseverance which dared to land at the second principal port of the main island at the head of only 200 men, and to effect a long march of nearly 20 miles, for the purpose of destroying the defences, in the face of an enemy far superior to you; and however much I must commend that prudence and discretion which enabled you to re-embark without the loss of a single man, *after having effected every object you had in view*, it is still more my indispensable duty, as being in my immediate province, to bear this public testimony of the prompt and efficient execution of the delicate and dangerous service which you undertook of issuing my proclamations to the inhabitants of a neighbouring hostile colony! I feel convinced that this, amongst the many other more brilliant services in which you have been engaged, and of which you bear so many honourable marks, will speedily replace you in a situation which will afford ample scope for the exercise of the distinguished naval talents and undaunted heroism which your countrymen, as well as the enemy, *unanimously* bear testimony of your possessing.

I have the honour to be, Sir,

Your most obedient and humble servant,

(Signed) R. T. FARQUHAR.

Port Louis, 8th Jan. 1811.

MR. EDITOR,

THE following account of the wounded of H.M. late ship, the Java, and the happy result of the several operations so skilfully performed by Mr. T. C. Jones, the surgeon of that ship, will, I have no doubt, obtain for him general approbation, and at the same time prove very interesting to your readers. I therefore send it to be inserted in the Naval Chronicle, and I beg to call their attention particularly to the case of the lamented Captain Lambert, who appears to have felt most acutely to the last moment

of his existence, the unfortunate result of an action, which from the bravery and exertions of our countrymen, merited a happier termination. J. T. L.

"Our success in the treatment of the cases of the several wounded of the crew of H. M. late ship, the Java, under restrictions the most painful and exposures equally distressing, has yielded us, and no doubt will afford to the public some consolatory reflections, when perusing the history of the sudden and unhappy fall of the Java; and indeed when the disadvantages opposed to us throughout are considered, the ship deprived of all her masts, rolling in a heavy sea, the wounded lashed to the deck, and myself the operator, obliged to be confined and supported by attendants. Their removal to the Constitution, the deprivations they there experienced as to food, and the repeated disturbances they suffered by being carried below, and kept there for several hours three different times on the report of an enemy heaving in sight; when these, I say, are considered, and the results contrasted with those of the American wounded, four of whom who lost their limbs died when I was on board, were laid in cots, placed in the most healthy part of the ship, provided with every little luxury from competent and attentive nurses, and not allowed to be removed when ours were thrust into the hold with the other prisoners, the hatches at once shutting out light and fresh air, and this too in the latitude of St. Salvador, the recovery of our seamen appears as miraculous as it has already proved happy; and truly evinced both resignation and courage, in patiently submitting without a complaint to the cruelties of their situation, and firmly contending with every obstacle which chance or oppression could present or inflict.

"I beg to call particular attention to the case of Mr. Humble, the boatswain, who came to me with his arm shattered, when in the midst of 30 wounded objects, each soliciting for my immediate services, after my applying a tourniquet, supporting his mutilated limb, and informing him that it was not at present in my power to do more, he again resumed his station, exerted himself to the utmost while engaged with the enemy, and never allowed himself a moment's relaxation while it was in his power to relieve his fellow sufferers; he merited my earliest care (being the first I operated on), his recovery was rapid.

"The unfortunate visitation of contagious diseases among the crew on our passage home (the fatality, however, not being considerable, losing only two) proved a melancholy addition to our late disasters; they mended exceedingly when we obtained supplies at the Western Islands; and on our arrival at Portsmouth, only two inefficient seamen remained on my list.

"The Americans seemed very desirous not to allow any of our officers to witness the nature of their wounded, or compute their number. I ordered one of my assistants, Mr. Capponi, to attend, when their assistant went round, and he enumerated 46 who were unable to stir from their cots, independent of the men who had received what they called "*slight hurts*." Commodore Bainbridge was severely wounded in the right thigh, and four of their amputations perished under my own inspection.

"I have noticed these facts, that your readers may be convinced of the

falsity of their official despatches, and authorize their being received with some degree of scepticism.

"Captain Lambert was wounded about the middle of the action by a musket ball fired from the main-top of the Constitution. I saw him almost immediately afterwards, and found the ball had entered the left side under the clavicle, fracturing the first rib, splinters of which had severely lacerated the lungs. I put my finger in the wound, detached and extracted several pieces of bone; the hæmorrhage was particularly trifling, his pulse became very quick and weak, the respiratory organs did not appear much affected; he said he felt no annoyance from the wound in his breast, but complained of pain extending the whole length of the spine. In a short time he became very restless, his pulse hardly perceptible, and his countenance assumed a most piteous appearance of anxious solicitude; from this state of irritability he became exhausted, and gradually fell into a partial one of asphyxia, from which I hardly expected him to recover.

"My opinion concerning the nature of his wound was now demanded of me by General Hislop and officers; ocular demonstration too plainly convinced me that a vital part had been most dreadfully injured, not only by the ball, but by large splinters of bone; the former of which I suspected had lodged in the back, and produced that distress which he generally complained of; the inferior extremities lost their vitality; they were cold, and insensible to the touch. I had no hesitation in pronouncing it mortal.

"In the course of the night his sensative faculties returned; he took a little nourishment, talked rationally, but the circulatory system remained exceedingly weak; and what I thought rather singular, the powers of respiration unimpeded: he slept a little toward the morning of the following day (30th), and appeared better than I could have expected. About noon he was conveyed on board the Constitution—the task was a painful one; the sea was very high, and with difficulty we removed him from the wreck. I sent my assistant, with most of the wounded men, in the evening, and remained myself in the Java till within a few minutes of her being set on fire; one poor fellow only remained, who had received a musket ball, which entered the right orbit, and remained imbedded in the brain; he was *in articulo mortis*, and I begged the American lieutenant to let me stay with him undisturbed for a few minutes, as I expected his immediate dissolution. This Yankee son of humanity proposed assisting him into eternity; I instantly dragged him into the boat, and he expired along-side the Constitution.

"31st. I found Captain Lambert more animated, his extremities were cold, I wrapped them in flannel; his bowels and urinary organs were very inactive; he took a small dose of saline mixture, and an enema administered at the close of the day; their effects were favourable, he slept a little the early part of the night, but was much worse this morning (1st. Jan.); he inspired with difficulty, and at every expiration florid blood, with a quantity of air, was emitted from the wound; his pulse was quick and more full than usual.

"I took eight ounces of blood from him, and he instantly became relieved; his pulse also encreased in strength and quickness; he became restless

Fig. 1.

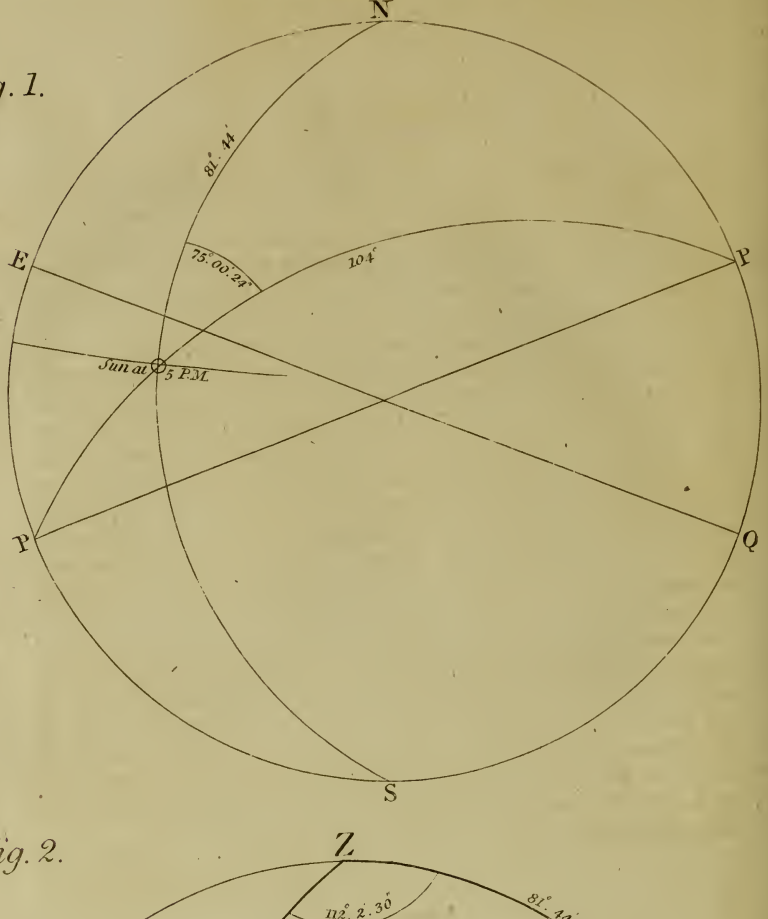
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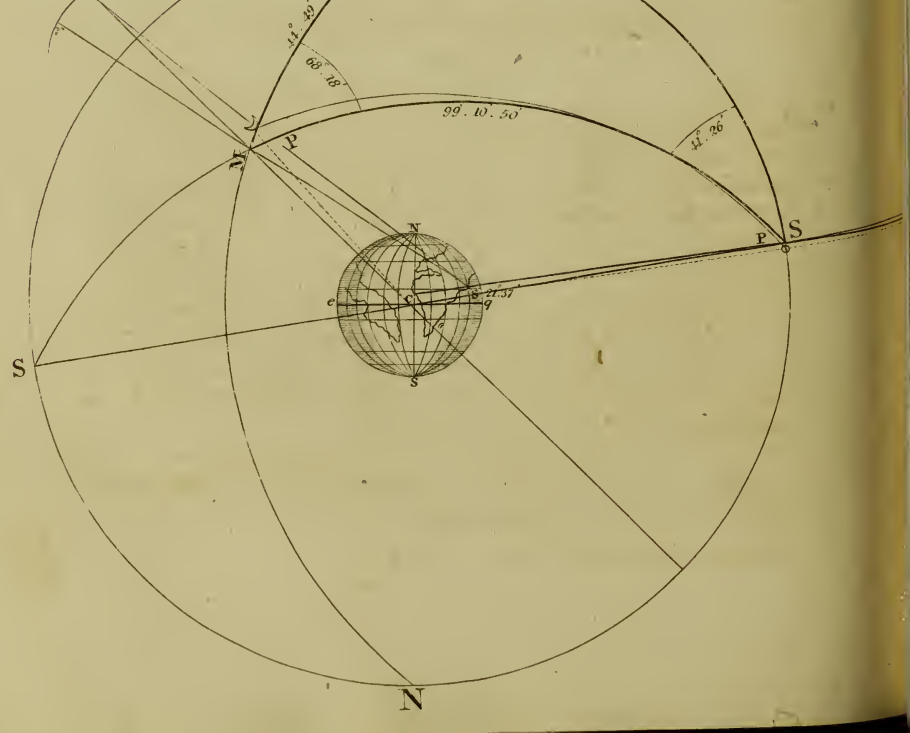
Fig. 2.


Z
112°. 2. 30
81°. 44'
A
11°. 49'
68°. 18'
99°. 10. 30
41°. 26'
N
P
S
P
S
N
S

towards evening; I ordered him an anodyne; he passed an excellent night, but the difficulty of breathing returned with the morning; six ounces of blood were extracted, the effects as before; the blood was decidedly inflammatory. We succeeded in safely landing him at St. Salvador the 2d of January; to the morning of the 3d he had intervals of ease, and signs of improvement, which though transitory, I several times ventured to hope a happy termination.

"The opium was given each night, and the enemas necessarily repeated; but on the repeated operation of phlebotomy, I rested all my hopes. Arrow root, combined with a little wine, latterly he found most grateful. January 5th. He talked incoherently during the greater part of the 5th day, and at night became totally insensible; he committed the greatest inconsistencies; our unhappy situation seemed to produce reflections which existed uppermost in his disordered mind, on which he raved till he was completely exhausted; he fell into a disturbed slumber, the organs of respiration performed their office with difficulty; at every gasp the air issued from the wound with a peculiar noise; his pulse grew faint, and a few minutes before ten o'clock he breathed his last sigh.

"I was anxious to ascertain the nature and extent of his wound, and enlarged the original opening for that purpose, following the course of the ball, which we found had passed to the middle of the left lobe, had fractured the transverse processes of the 5th, and entered the body of the 6th dorsal vertebra, where it rested in contact with the spinal marrow, and from whence it was extracted, sufficiently accounting for the constipation of the intestines, the partial paralysis of the inferior extremities, and leaving us to lament the irreparable injury he had received.

"THOMAS COOKE JONES,
"Surgeon of H. M. late ship Java."

ASTRONOMY.—PLATE CCCXC.

SIR, *Liverpool, December 14th*, 1811.

ENCLOSED you will be pleased to receive a box, containing an instrument constructed by me for taking the sun's altitude, independant of an horizon whereby the latitude is obtained by one single altitude; also my letter on the use of the instrument, at the same time accompanied by a projection of a lunar observation by me, and the first that ever appeared; shewing at one view the nature and properties of a spherical triangle, in which all lunar observation lies; and by the figure it will be easily made out and understood how the parallax and refraction operate on sun and moon both at the time of observation from the surface, which I have to request you will be pleased to lay before my lords commissioners of the Admiralty.

I am, Sir,
With perfect deference, your humble servant,
THOMAS EVANS, 1st Lieutenant.

To J. W. Croker, Esq. Admiralty-office, London.

(COPY.)

Liverpool, December 14th, 1811.

As the great end of navigation, and the safety of ships at sea, wholly depend on the latitude and longitude being well determined; and as it frequently happens, for the want of an horizon, great inconvenience has arisen, for several days together, no meridian, or even a single altitude, being obtainable, many methods have been proposed, and trials made, on the use of the false horizon, which utility is better founded on theory than practice. To obviate and remove such difficulties, I beg leave to present, for their lordships' inspection, a proposed instrument of my own construction, that will answer all the purposes required, being a circle on one part, and a sextant on the other; the circle measures the sun's height above, and his depression below the horizon, which is one and the same altitude; for the circle shows that the midnight depression is equal to the noon-day elevation; then the telescope gives the angle from the sun to the *zenith*, and the circle from the sun to the horizon, and the sum of both makes 90°, independant of an horizon.

At the same time, I beg leave to lay before their lordships a lunar observation, taken by me on board H.M.S. Medusa. In the accompanying figure will be seen the whole nature and properties fully explained, being the first projection of a lunar that ever appeared. And I further beg to observe, that various methods have been very ingeniously devised, for working lunar observations; and to answer the end, new tables and logarithms have been made, to suit the calculations, which affords room for exterminating errors through algebraical combinations and substitutions, which shortens the operation. That the four methods inserted in the Requisite Tables for working a lunar, as likewise Mendoza's logarithms, are severally founded on the above principles; and although it may shorten the work from that of finding angles and sides by spherical trigonometry, yet it will be found, that neither of these methods possess any excellencies in themselves, so as to make up for any error in the observed distance, which often arises, in taking the distance too great or too little.

Volumes have been industriously propagated for working lunar observations, filled with terms which not one mariner out of fifty understands; and, after all, the whole amounts in the end to nothing more than working of a lunar, the great object of which, as I have before stated, wholly depends in taking the distance, and the lunar tables being correct; and although the calculations in all lunars are more tedious than might be wished for, yet I am persuaded, by placing less dependance on watches, and more practice in taking the distance between the sun and moon, and a thorough knowledge of the sextant, that seeming difficulty which at first appears, would, through practice, ultimately vanish, and the longitude be determined very exact, that is, from 5 to 7 miles, over or under.

Permit me to remind their lordships, that great assistance and information would be derived in the practice of the lunar observations, as well as other branches of navigation at sea, by placing a pair of globes to each ship; as also a manual, containing some plain intelligent rules, and prac-

tical inferences, on finding the latitude and longitude at sea; the former by one single altitude, as may be seen by the work in figure 1st, and the latter by the lunar observation herewith presented in figure the 2d; which work I have now in some state of forwardness.

In May, 1806, I was directed, by letter from Mr. Secretary Marsden, to present the instrument named on the other side (for taking the sun's altitude, independant of an horizon), to the Astronomer Royal, which I did, on the 20th August, 1806, accompanied by Mr. Dollond, who made it;* but he, without trial, said that he believed nothing could be invented to do away what he had already done, but that he would thank me for any information on the lunar observations. I then told him, that from a series of lunar observations made by me at well determined meridians, I found that, in the Nautical Almanacks of 1803-4-5 and 6, the moon was placed too far to the eastward; and that those niceties appeared to me to be more the effect on the delineation of the moon's path, than the sun's longitude, because the obliquity of the ecliptic at each of the solstices affords an excellent opportunity for determining its quantity, and measure the breadth of the tropic; to which he replied, he believed the moon is placed a little too far to the eastward

In April, 1806, I sent my surveys of Prince of Wales' Island, and the Straits of Sincapore, to the Admiralty, together with a series of lunar observations, made by me at Madras, and other places in India, accompanied with a letter on the subject of observations on the moon at different sides her full. In consequence of the above-mentioned inequalities in the Nautical Almanack, I took the distance of the observation in the figure about a needle's breadth open; had I made the limbs to have touched, the distance would have been about 30 seconds more, the result would have come out 15 miles less for the longitude; and by the Ephemeris of the above day's work, the distance between the sun and moon for three hours are laid down 82′ 51″, which answers to the observed distance being taken a little open; but had I brought their limbs to touch, this would have given 30″ more on the sextant, and to answer this last distance, 82′ 51″ is too short by 50″.

But far be it from me for a moment to hold my feeble efforts in competition with so able an astronomer; nor do I pretend to assume a level; but I may be permitted to say, that feeling myself thoroughly acquainted with spherical trigonometry, in which all lunar observations lay, and able to correct those small errors which unavoidably arise in the use of the sextant, and being persuaded, that if the lunar tables were correct, so as an observation could be made with exactness at sea, to determine the longitude, I could not be far off the mark, as may be seen by referring to the figure of the lunar explained. I am, Sirs, &c. &c. &c.

(Signed) THOMAS EVANS, Lieutenant.

To J. W. Croker, &c. Admiralty.

* The instrument which accompanied this letter is now made of tin, and at present in the hydrographer's office, is an improvement on the first I made; the principal on which the latter was founded, for measuring the angle from the sun to the zenith, is now on this instrument annexed to the quadrant, and may be used occasionally.

SIR, *Liverpool, December 14th*, 1811.

I beg leave to submit to their lordships a lunar observation, taken by me on board H. M. S. Medusa, Sir John Gore, then at anchor in Saugar Roads, near the mouth of the Ganges. In the accompanying figure will be seen the position of the sun and moon at the time of observation, also the work at the top of the figure, by which the side, the observed distance, is found by spherical trigonometry; and underneath the figure is the method I work a lunar, which is of my own invention, and very short, requires no new tables or substitutions, the logarithms only to four places of figures, besides the index, which may be always taken out at sight, without making proportions, and will be found best adapted to suit the capacity of seamen in general, and less liable to error than any other method at present extant; the angle at each object is first found by spherical trigonometry, being the most universally correct, and the example on the other side sufficiently shows that the whole may be worked by Gunter's scale with readiness, and I find, by analyzing the work, that even five miles error in the angle at either object will not cause more than one or two seconds effect on the corrections of either sun or moon.

By referring to figure S the sun, and M the moon's apparent altitudes, Z the zenith, and M S, the apparent distance between the objects at the time of observation, which forms three sides of the triangle, by which the angles are first formed, then the side M S, the apparent distance, as may be seen by referring to the work at the top of the figure. But as the apparent places of the sun and moon, as seen in the heavens at the time of observation on the surface, is not their true places, and both stand in need of being corrected for parallax and refraction, more especially the moon, from her approximity to the earth; this arises from circumstances of the observed distances of the heavenly bodies not having the true distance, for the altitudes of their bodies are more or less affected, both by parallax and refraction, which effect cannot operate in any other way, but in a vertical direction; for it is clear, by the observation formed by the triangle in the figure, that cause which changes the altitudes of their bodies, must inevitably change their distance asunder.

To explain this more fully, by a figure representing the earth, drawn on the plane of the meridian, let *e g* be the equator, *S* the south pole, *N* the north pole of the earth, floating as it may in an open space, *S* Saugar Road on the surface, latitude 21° 37″ N.; place of the Medusa at anchor near the Mouth of the Ganges, at 5 P.M. 28th October, 1805, the time of observation; the moon *M* in the figure, appeared from the ship in the line *s M r*, but to a person at the same instant at *c*, on the earth's centre, the moon *M* would appear in the line *c M x*, by which it is plain that the angle *c M s* is the moon's parallax in altitude, and no other, and is equal to the opposite angle *M r x*, whose mean is the arc *r x*, by which it appears this angle must affect the moon's altitude, viewed at the same instant from the surface, and the centre being 90 degrees apart, that is, from Saugar Road, the place of the ship on the surface to *c* on the earth's centre, therefore a correction is necessary, which is, as radius is to the cosine of the moon's altitude, *M*, 45° 10′, so is her horizontal angle *c M s*, 54′ 59″, to the moon's parallax in altitude, which is 38′ 46″, from which substract

her refraction on the altitude, leaves 37′ 50″ for the moon's correction, which being added to the apparent altitude, place her at ☽ her true place, as seen from the earth's centre, near 38 miles above *M*, her apparent place, as seen from the ship on the surface, then a right line drawn from *s* on the surface, to the outer part of the line *c t*, will pass through the ☽ on the azimuth circle, then the dotted line drawn from the centre *c* to the moon ☽ will cut the side *M S*, the apparent distance, a little below *P*, as seen from *c* on the earth's centre, then from *P* to *M* is the moon's parallax, on the side *M S*, the apparent distance in the figure which forms the small triangle *M* ☽ *P*, then the solution is simple, to find the side *P M*, for as the secant of the angle at the moon *M*, 68° 18″, so is the proportional logarithms for the moon's correction 37′ 50″, being the side *M* ☽ to the principal effect of the moon's parallax, 14′ 4½″ on the apparent distance, that is from *P* to *M*, which must be subtracted from the side *M S*, the observed distance, because the angle at the moon is less than 90 degrees.

The sun also stands in need of a similar correction, both for refraction on his altitude, and parallax on the distance; for by the figure it will be seen that the correction on his altitude operates in a different way to that of the moon, for through refraction his apparent place is raised above his true place, the line *c s c*, drawn from the earth's centre, passing through the sun at *S*, and carried out to *c* in the open space is below the line *s S s*, drawn from the ship on the surface, then the arc *s c* is the sun's refraction on his altitude, and measures 6′ 9″, then a dotted line drawn from the ship on the surface, and carried out to the outer part of the line *c S c*, will cross the sun at ⊙, his true place on the primitive circle 6′ 9″ below *S*, his apparent place, then to find the sun's parallax on the distance that is from ⊙ to *P S*, which forms the small triangle, the solution is, as the secant of the angle at the sun *S*, 41° 26′, so is the correction on his altitude 6′ 9″ to the sun's parallax on the distance, 4′ 36½″, which must be added to the apparent distance, because the angle at the sun is less than 90°, then the arc ☽ ⊙ in the figure is the distance twice corrected, as seen from the earth's centre and the surface, which may be taken for the true distance, because the third and fourth correction in this observation is nothing; yet when the moon is in her first and last quarter, the effect is greatest, and in some cases the third correction amounts to half a mile and upwards, especially when the altitudes are low, and the distance short; this arises from a consideration, that the extreme smallness of right lines drawn from positions, more or less affect the distance in their small triangles, formed at each object, through refraction and parallax, a supposition which fully amounts to a geometrical question, and in my treatise, which is now preparing, will be given new parallactic tables, whereby the third and fourth corrections, not here given, may be taken out at one view.

I am, Sir, with perfect deference,

Your very humble servant,

THOMAS EVANS, 1st Lieutenant.

To J. W. Croker, Esq. &c. Admiralty.

FIGURE 1st.

Two sides and the including angle given to find the side *N P*, the co-latitude, with one altitude; here the altitude is used as for the lunar 8° 16′ 22″, and the declination of the day, and the hour part, noon, taken for the including angle.

As radius	90	0	0	—	10,0000
Is to co-sn. ∠ ⊙	75	0	24	—	9,4129
So is tang. side P ⊙	104	0	0	—	10,6030
To tang. of arc. N.	46	3		—	10,0159
	65	37			
Sum of both	111	40			
	68	20			

As co-sn. side ⊙ P ..	104	0	0	—	10,6163
Is to co-sn. side N ⊙	81	44	0	—	9,1577
So is co-sn. arc. N ..	46	3	0	—	9,8414
To co-sn. M. 2d arc..	65	37		—	9,6154
	114	23			
	46	3			
Co-latt. of Saugar..	68	20		or side P N	

FIGURE 2d.

In the oblique angled spheric triangle, to find the side *S M*, the apparent distance, three sides given; *viz.* Side *S M*, 99° 10′ 50″. Side *S Z*, 81° 44′. Side *M Z*, 44° 49′.

99	11			co-sec. 10,0056		81	43	38		co-sec. 10,00459
31	44			co-sec. 10,0045		44	49	25		co-sec. 10,15186
17	27					36	54	3		
44	49					99	10	50		
27	22	13	41	sn. 9,3739		62	16	47	31 8 23	sn. 9,71358½
62	16	31	8	sn. 9,7135		136	4	3	68 2 26	sn. 9,96725
				19,0975						19,83727
20	43			sn. 9,5487½		56	1	15		sn. 9,91868½
	2							2		
∠ at the sun	41	26				∠ at zenith	112	2	30	
99	11			co-sec. 10,0056		68	,,	18		co-sec. 10,03194
44	49			10,1518		41	,,	26		co-sec. 10,17931
54	22					26	,,	52		
81	44					67	,,	57-30		
27	22	13	41	sn. 9,3739		41	5	30	20 32 45	sn. 9,54525
136	6	68	3	sn. 9,9673		94	49	30	47 24 45	sn. 9,86699
				19,4986						19,62348
34	9			sn. 9,7493		40	24	34½		sn. 9,81174
	2							2		
∠ at the moon	68	18				99	10	51	apparent distance.	

Reference to fig. 2.

Sun's refraction.....	0	6	18
Sun's parallax	,,	,,	9
Sun's correction in altitude	,,	6	9

Reference to fig. 2

☽ hor. parx.	54	59	P. L.	0,5150
☽ alt. 45	10	39	sec.	10,1518
☽ parallax in alt...	38	46½	P. L.	6668
☽ refra. in alt.		56		
☽ correction	37	50½	in altitude.	

☽ ⊙ ap. dist. 99° 10′ 50″ | ⊙ ap. alt. 8° 16″ | ☽ ap. alt. 45° 10′ 35″ | Hor. par. 54′ 59″

	99	11			co-sec.	10,0056
	81	44			co-sec.	10,0045
	17	29				
	44	49				
	27	22	13	31	sn.	9,3739
	62	16	31	8	sn.	9,7135
						19,0975
	20	43			sn.	9,5487½
		2				
∠ at sun	41	26			sec.	10,1251
Sun's refraction		6	9		P.L.	1,4664
Sun's parallax in distance.....		4	36½		P.L.	1,5915

	99	11			co-sec.	10,0056
	44	49			co-sec.	10,1518
	54	22				
	81	44				
	27	22	13	14	sn.	9,3739
	136	6	68	3	sn.	9,9673
						19,4986
	34	9			sn.	9,7493
		2				
∠ at the ☽	68	18			sec.	10,4321
☽ correction in altitude		37	50		P.L.	0,6774
Principal effect ☽ parallax in distance		14	4½		P.L.	1,1095

Co-declination	104	00			co-sec.	10,0131
Co-latitude	68	23			co-sec.	10,0317
	35	37				
Co-altitude	81	44				
	46	7	23	3½	sn.	9,5927
	117	21	58	40½	sn.	9,9315
						19,5690
	37	30	12		sn.	9,7815
			2			
Hour angle.....	75	00	24	P.M.		

☽ ⊙ apparent distance	99	10	50			
⊙ parallax in distance		4	36½			
Distance corrected for refraction	99	15	26½			
Effect ☽ parallax		14	4½			
Distance twice corrected	99	1	22			
Distance by Ephemeris	99	3	2			
	99	25	51			
		58	20		P.L.	4894
	1	22	51		P.L.	3370
	2	6	44		P.L.	1524
	21	00	00			
Greenwich time	23	6	44			
Ship time	29	00	24			
Difference	5	53	40	Long.	88	25 00 E.

SAUGAR ROAD.

HYDROGRAPHY, PILOTAGE, &c.

ENGLAND.

THE trustees of the Liverpool docks have felt it their duty to issue a caution to mariners, stating, that the chart of the harbour of Liverpool, by James Kay, pilot, is very erroneous, and warning merchants, mariners, &c. against the reception and use of such chart.

At a Meeting of the Pilot Committee, held at the Pilot's Office, in Water-street, Liverpool, on Thursday, the 7th January, 1813, under the authority of an Act passed in the thirty-seventh year of the reign of his present Majesty, entituled, "An Act for the better regulation and encouragement of pilots for the conducting of ships and vessels into and out of the port of Liverpool." The following Rates of Pilotage were fixed upon, and are to take place from the 1st February next.

For British Vessels trading to Foreign Parts.

INWARD.	*per foot.* s	d
From the length of the west end of the Great Ormshead, bearing S. by W. or before Penman Bachan be shut in with the Great Ormshead, at the rate of	9	0
From the eastward of the Great Ormshead as above	8	0
From the only house now on Great Hilbra Island, bearing S.S.W. by the compass, or shall be piloted from the road of Hoylake only, or from the buoy of the Fair-Way in Formby channel	4	0
OUTWARD.		
Whether through the rock or Formby channel	5	0

No British vessel, trading to foreign parts, inward or outward-bound, is to refuse a pilot; but if such vessel has passed the Brazil Buoy in the Rock channel, or the Middle Patch buoy in Formby channel, or if a pilot boat falls in with a vessel in the narrows of the channel in stormy weather, and she cannot board her without imminent danger, the pilot shall then lead the way, and in either case be entitled to such pilotage as shall be awarded by the committee at their next meeting.

For Alien Ships and Vessels.

INWARD.		
From the length of the Great Ormshead, as above, at the rate of	12	0
From the eastward of the Great Ormshead, as above	11	0
From the only house now on Great Hilbra island, bearing S.S.W. by the compass, or shall be piloted from the road of Hoylake only, or from the buoy of the Fair-Way, in Formby channel	5	6
OUTWARD.		
Whether through the rock or Formby channel	8	0

An alien vessel, inward or outward bound, is not to refuse a pilot, as circumstances are described for English foreign vessels, as above.

For Coasting Vessels, and those trading to and from Ireland, the Islands of Ferroe, Jersey, Guernsey, Alderney, Sark, and Man.

INWARD.

From the length of the Great Ormshead, as above, at the rate of	4	6
From the eastward of the Great Ormshead, as above	4	0
From the only house now on Great Hilbra island, bearing S.S.W. by the compass, or shall be piloted from the road of Hoylake only, or from the buoy of the Fair-Way in Formby channel	2	0

OUTWARD.

Whether through the rock or Formby channel	2	6

No coasting vessel to pay for less than eight feet of water, nor any vessel to pay for odd inches, under half a foot. No coasting vessel, inward or outward-bound, of the burthen of one hundred tons or upwards, (unless she be in ballast), is to refuse a pilot, as the master, or owners, &c must pay the full pilotage, if one be offered. No vessel to be deemed a coaster, unless she has been six months in the trade.

EXTRA PAY.	*per day.* *s.*	*d.*
In the river, exclusive of the day coming from sea, and the day of docking, also the day of going out of the dock, and the day of going to sea, for the pilot's attendance, if required by the master or owner, &c.....	7	6
And if the attendance of a pilot boat be requested, as above ..	£2	2

The pilotage from sea into Hoylake is one half inward, and from Hoylake out to sea, one half outward. Notwithstanding the pilot or the boat be not employed a whole day, to be paid for a day. So far includes all the rates and prices for pilotage and extra pay. The pilots' committee recommend to the merchants of Liverpool, &c. that when a pilot conducts a ship or vessel into port to their satisfaction, to employ the same pilot to take the said vessel out again; but if he should be absent on duty, that one belonging to the same boat be employed.

Published by order of the committee.

NORTH-BRITAIN.

Notice has been given from the Seamen's-hall, at Dundee, dated 10 April, stating, as the large light-house at the entrance of the river Tay is to undergo a repair, a temporary lanthorn, with reflectors, was about to be placed in the same situation; and that the first exhibition thereof was to take place on or about 1st May, and thenceforward continue until the work be finished.

SPAIN.

Notice has been issued from the Admiralty, dated 13th April, for the guidance of the masters and pilots of the royal-navy, and for the benefit of

navigation in general, stating information to have been received at that office of the intention of the Spanish government to cause a light to be placed on the tower at the island of Tariffa, in the streight of Gibraltar, and that the exhibition thereof was to commence on 15th March, and thenceforward to be continued for the future.

SOUTHERN OCEAN.

It is singularly remarkable that, notwithstanding the lapse of 320 years, since Vasquez de Gama opened the passage between India and Europe by way of the Cape of Good Hope, the discovery of a shoal, eminently dangerous both from its extent and situation, to ships frequenting that route, should be reserved for this late day. Such, however, is the fact: a very dangerous shoal having been recently discovered a few degrees to the eastward of the Cape, by the American ship Union, on her passage from NewYork to the Isle of France. As it is of importance to the interest of navigation that the position of this newly-discovered danger be as speedily and widely promulgated as possible, we embrace the earliest opportunity to give insertion to the annexed extract, containing a description of this shoal, from a journal kept on board H. M. S. President, Captain Warren, who received an attested copy of the extract from the American ship Union, on her arrival at the Isle of France.

"*Description of a shoal seen by the American ship Union, Captain Macneven, Mr. Chardon, Supracargo, bound from New York and the Cape of Good Hope to the Isle of Mauritius.*

"July 22, 1812. Lat. at noon, 35° 23′ S.
"Long. by Chro. 41° 29′ E.
"Long. by Lun. Ob. 41° 12′ E.

"Light winds—very clear sky:—ship just steering:—at 4 P. M. saw a rock about 20 yards long, and six feet above the water, surrounded by a bank of sand visible as the breakers receded; and, from it, in an Easterly direction, breakers as far as the eye could reach from the main-top masthead. At sun-set, the extremes from N. E. ½ E. to E. b. S.—the body of the shoal about three miles distant: no bottom with 120 fathoms. At sun-set tacked."

On inspecting the map of the Indian Ocean, and adverting to the position of this shoal, nearly in the direct tract both of ships outward and homeward bound, the mind shudders at the idea that a danger threatening instant destruction to all who approach it, should have remained so long unknown; and it cannot be doubted that some at least of the many ships known to have been lost at sea at no great distance from the Cape, have met their fate from the total ignorance that till this time has prevailed, of the existence of this shoal; the danger of which is increased by its situation in a stormy latitude, rendering the safety by means of boats or rafts of the people of any vessel wrecked upon it almost entirely hopeless.*—*Madras Courier, 20 October* 1812.

* Naval Chronicle, XXV. 137. XXVI. 234. Horsburgh's Directions for sailing, &c. 1809. Part i. p. 77—79.

EASTERN SEAS.

In the biographical memoir of the late Captain Austen Forrest, of the E. I. C. marine service,* an account is given of the ship Sydney, commanded by that officer, having been wrecked on a shoal; of which an opinion is therein stated, that the sufferers on that occasion were its unfortunate discoverers. It consequently becomes the duty of the Hydrographer of the NAVAL CHRONICLE to record the position of that danger in a more appropriate form, than embodied in a narrative which, however interesting to the general reader, has not been specifically drawn up for the information of mariners.

The Sydney left Port Jackson in Austral-asia on 12th April, 1806, bound to Bengal. Intending to proceed through Dampier's strait, the course was directed as nearly as practicable in the track of Captain Hogan, commanding the Cornwallis, as laid down in the charts; the same appearing a safe passage. On 20th May, the Sydney ran upon a rocky reef, not noticed in any map then extant. On sounding over the tafrail, they found 25 fathoms water; over the larboard gangway 6 fathoms; on the starboard side only 9 feet; and over the bows 12 feet: but on sounding at 20 yards distant from the ship, no ground was found with 60 fathoms line. It must have been about high-water when the Sydney struck; because at that time there was no appearance of any breaker; but as the water subsided, the shoal began to shew itself, with a number of small black rocks. They remained with the ship till the 21st May; when she was left to her fate at 5 P.M. Being desirous to ascertain the position of the reef, by making the Admiralty islands, the boats shaped a course accordingly, steering N. b. E. $\frac{1}{2}$ E. During the night it blew fresh. At noon on the 22d saw the Admiralty isles, bearing N.N.E. distant 3 or 4 leagues; and estimating to have run about 53 miles upon the course above stated, Captain Austen determines the geographical site of the shoal to be latitude 3° 20′ S. longitude 146° 50′ E. From the Admiralty isles they continued standing westward, and on the 25th made a small island, where they landed, and from circumstances in the conduct of the natives, the voyagers were induced to judge, that the latter had never before seen people of their complexion, and, consequently, that this island was a discovery also. Leaving that place, they pursued their course, and got as far as Dampier's strait as favourably as their situation could admit; when, on the 9th of June, they reached the north-west extremity of the island of Ceram, which being within 2 or 3 days travel to Amboyna, the doubtful part of this voyage may be considered as here to terminate.

We shall now proceed to compress, from the best authority we possess the means of reference to, such information as is therein contained concerning the principal places mentioned in the foregoing narrative, with a view to approximate the geographical position determined in the latter.

Admiralty isles † form a large group, extending from latitude 1° 50′ S.

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* See page 90 of this Volume.

† Horsburgh's Directions (1811), part ii, page 472.

to 3° 10′ S. and from longitude 146° E. to 148° 6′ E. The ship Friendship, from Port Jackson to Bengal in 1800, passed between the large southern island and others to the northward, and had 20 fathoms water in the passage. There is anchorage opposite to a village on the western side of the southern island, and about 12 leagues westward of this island, and due S. from the mountain on the great Admiralty isle, a dangerous reef is situated, in latitude about 2° 42′ S. The great island is high, situated in the middle of the group, and most of the small islands which encircle it are fronted by shoals. If a ship should be set by the current to westward of the southern entrance of St. George's channel, she might pass round to the southward of New-Britain, and proceed through the passage formed close to its western extremity, generally called Dampier's strait; but as this track is little frequented, it ought only to be used in a case of necessity, for there probably may be several dangers not yet discovered, in the approach to this strait from the south. The ships in search of De La Peyrouse went through in June 1793. Whether the route by St. George's channel, or that through Dampier's strait, be followed, it will be prudent to sail within a moderate distance of the north coast of New-Guinea, in order to avoid the easterly currents, and light variable N.W. winds, which may be expected to the northward of the equator. These currents are liable to drive ships a great way off into the ocean, rendering it necessary, after getting into longitude 134° E. to keep near the coast of New-Guinea, when bound into Pitt's passage during the S. E. monsoon, or from March to September.

COROMANDEL.

Remarks on board H. M. S. Belliqueux, at anchor in Madras road, 2 January, 1808.

" ⊙ altitude observed 52° 42′ 50″—Error of sextant 15″=52° 42′ 35″ —H. dip. 24 feet, 4′ 40″ + Semi-diameter 16′ 17″. Sum of corrections 11′ 37″ = ⊙ apparent altitude 53° 54′ 12″—refraction 36″ = ⊙ true altitude 53° 53′ 36″. Z. d. 36° 6′ 24″. ⊙ declination 23° 0′ 18″ + correction for 5h. 20m. E. 1′ 11″=23° 1′ 29″. Latitude, 13° 4′ 55″ N. Longitude by chronometer, 80° 31′ E.

The variation of the compass is so small, that it is not worthy of notice. Madras is an open road-stead; therefore, all the care that is requisite is to keep the lead going. Pilots are not necessary. The customary anchorage for ships of war is to bring the flag-staff W. or W. b. S. and the north battery N.W. in 7, 8, or 9 fathoms water. The usual landing place for boats is abreast of the captain's house, or the naval store. Country boats are absolutely necessary for landing: they are procured by applying to the beach-master. October, November, and December, are generally considered the dangerous months on this coast: although ships of war sometimes anchor here at these times. The road being open, without shelter, it would be imprudent to remain at anchor in tempestuous weather, particularly during the N.E. monsoon, when the flag-staff is struck. The tides and currents are not found regular here, being generally directed by the

winds. Wood is scarce and dear. Water (which is very good) is in great plenty, supplied by shore-boats. Provisions and refreshments in great abundance, supplied by the contractors; terms not generally known. The fortifications of Fort Saint-George, the citadel of Madras Patnam, and its dependencies, are so well known, that remarks thereon would be superfluous: the same observation applies equally to the trade, shipping, inhabitants, languages, religion, and government of Madras."

COCHIN-CHINA.

On 27th November, 1807, steering S. W. b. S. Poulo Cecir-de-mar bearing E. b. S. in soundings of fine grey sand and shells, we suddenly, at one cast of the lead, shoalened our water from 24 to 12 fathoms: the bower-anchor was ordered to be ready to let go; at the next cast we had 10 fathoms; when the anchor was cut away, and the ship was brought up in 8 fathoms, on a bottom of coarse sand and shells. As soon as the ship was secured, a boat was hoisted out, and sounded all around her. At the distance of about 400 yards, they found 5 fathoms; at 500 yards 4, 4½, and 4 fathoms; at about 700 yards, 4, 3½, and 3 fathoms, that being the least water. When the ship bore N. not more than 30 yards distant, they had 26, 24, 22 fathoms, and pulling towards the ship, shoalened suddenly to 12, 10, and 8 fathoms. The following are the bearings taken on board the General Baird when at anchor:—Cecir de-mar, E. b. S. ½ S. 6 or 8 miles. The rock off the N.W. end of that islot E. ½ S. The broken land off Cape St. James W. b. S. ½ S. The extremes of the land from W. b. N. to E.N.E. The ship Ardaseer shoalened on the same bank, 10th January, 1805: at which time the least water was 7 fathoms, Cecir-de-mar bearing E. b. S. ¼ S. distant between 2 and 3 leagues. Latitude by accompt 10° 35′ N. longitude 107° 45′ E. from Greenwich. This shoal may possibly be a part of Van Holland's bank:* but if it be, that shoal must extend much farther southward than laid down in any of the charts.—*(Byng, MS.)*

NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

[Continued from page 329.]

BULLETIN THE SIXTH.

At night, about the usual time, I commenced my march, and took the direction back that I had followed the preceding morning. About 11, felt very much harassed from crossing fields, morasses, &c. and falling upon a high road, I resolved to follow it for some time, especially as I

* N. C. XXVI. 54.

thought it lead my way, but could not be certain, the moon and stars being still obscured, and I supposed it was too late for travellers to interrupt me.

After quitting a wood on the side of the road, I had to crawl up a sort of gravel pit to get on it. Imagine my astonishment!—I no sooner stepped on the road than I was was challenged, *qui vive** in an audible voice, by a gend'arme on horseback. I need not point out how ready I was to quit the highway at that moment; I shall only say, that I made but one jump down the gravel pit, crawled from thence back into the wood, where I remained for some time to gather strength, being quite exhausted. I then proceeded along the skirts of the wood without having any idea of where I was going, the night being very wet and inclement. I fortunately fell in with a cabbage garden, close to a cottage near the wood, and eat plentifully of them, and laid in a good supply in my pockets for the ensuing day. Afterwards I re-entered the wood, in which I remained all day. At night I recommenced my journey, still embarrassed, in consequence of the weather, to know which way to go; this was the most severe night (if possible) I had experienced; the roads, pathways, &c. were so deep and heavy from the constant rains; rivulets became dangerous rivers, I had to wade through several. I had an opportunity again this night of feasting upon cabbage stalks, leaves, &c. and stored my pockets also. At about 11 o'clock, when marching along the skirts of a wood, I observed two men walking very fast, in a different direction to me. I immediately supposed they were four of my comrades, and they, I thought, were going into Holland, which accounted (admitting I was going right) for the course they were taking. I stood up close to a tree, and whistled an English tune: they on that quickened their pace from me. I then whistled (our usual signal), they instantly ran as hard as ever they could. I felt very unhappy, as I still imagined they were my old companions, I even regretted that I did not call to them; but the sequel will inform the reader how wrong I should have been.

November 1807. My feet now began to get blistered, and very sore; I was also getting excessively weak, it being my fifth day, living upon cabbage leaves and stalks. About half past two in the morning, I perceived a lonely house on the side of a wood. I imagined I might approach it, and thus endeavour to procure some refreshment; being of opinion, that after so long a ramble (even allowing for the traverse I must unavoidably have made) I was still a great distance from the place where I had escaped: I was therefore tempted to try. Accordingly made towards it. Saw a light in the window, got close to the door, peeped through the key-hole, and then the window alternately; at last I saw a woman spinning by a rousing fire! How anxiously did I wish to be seated by it! Twice had I the knocker of the door in my hand, and as often did I drop it; so great were my apprehensions and fears of approaching any dwelling place; my last rencontre had greatly heightened them, and not having plenty of cash to purchase myself off, was another powerful reason for alarm. Notwith-

* "Who comes there?"

standing all my fears, and all the embarrassments I laboured under, I at last seized the knocker the third time, and rapped: the door was opened by a man, who surveyed me from top to toe. I was covered all over with mud and dirt, and dripping wet: he could clearly perceive from my appearance and miserable aspect, that I had been secluded for some time from my own species, and had been doomed to associate or rather herd with the animals that inhabit the forests; indeed the voice of the screech-owls, during my night wanderings, was the only one I had heard for some time, which had become quite habitual to me. While this fellow remained with his eyes rivetted on me, I assured him in French that I was very thirsty, and asked him if he would have the goodness to give me something to drink? He could not speak French, but made me understand he had nothing. I discovered a pail of water, and pointed to it; upon which he brought me a ladle full. I took the liberty of sitting by the fire, though this inhospitable boor never asked me. I did not much like the appearance of the place, nor did it appear I had any thing to expect that could be to me of the smallest service. I asked him the road to Strasbourgh; it was close by. I was about to quit the fire side, when a tailor arrived to work for the family: he also began to survey me very close. I heard him whisper to the man of the house, and mention very distinctly the words *Englander* and *Bitche*.* He then addressed me, and asked, if I was authorised to travel, whether I had a passport, and several impertinent questions: I replied, that he must be a very impudent fellow to ask such curious improper questions, and that I should not gratify a rascal of his description; and that I wished to know by what authority he could presume to interrogate any stranger in so unhandsome a manner. The scoundrel smiled. I observed to the landlord, that the inclemency of the morning was what occasioned my stopping at his house; particularly as I had seen no village or public house contiguous; but as there was no hopes of the weather becoming fair, I should continue my road to Strasburgh, which was 12 leagues off; and Bitche, I was given to understand, was only three leagues, which mortified me greatly, to find what little progress I had made in so many days. But to return;—they sat down, tailor and family, to breakfast, without asking the unfortunate stranger to partake; so he of course took his leave and departed.

November 1807. To prevent suspicion, I walked on boldly on the road. It rained excessive heavy, and I was sure that nobody who had any possibility of remaining under cover would interrupt me. After advancing a short distance, on turning back I observed my friend, the tailor, with all the res , watching which way I went. I therefore continued the road, until I lost sight of the house. Thus, hungry and wet, I proceeded, tolerably well pleased at getting so well off. I now discovered an high mountain covered with rocks and pines contiguous to the road. I imagined I should find a more hospitable retreat in some cavern among those rocks, than the recent one which my fellow creatures occupied; and not wishing to remain exposed any longer on the highway, I scrambled up, and reached

* German for Englishman.

the summit. There I found an excellent dry cavern under an immense rock. I crept into it, and shortly fell into a profound sleep, in which state I remained, until I was awoke by the grunting of hogs that came to banish the unfortunate and forlorn usurper, who had so illegally taken possession of their habitation. I found it quite dusk, and about the time I should commence my march. So after looking at these animals, grateful for the benefits I had received in their cave, I descended, and got on the Strasbourgh road, and kept running, with little intermission, the whole of the night, notwithstanding the excruciating pain I felt from my blistered feet.

(To be continued.)

Naval Poetry.

ELEGY,

ON THE WRECK OF A SLAVE SHIP.

O! Blow not ye terrible winds! with such force,
O! bid the full tempest arrest in its course!
Hark! the cry of distress—no pray'r can prevail,
For the voice of destruction is heard in the gale:
Sad founder my hopes now our vessel is cleft,
Of shelter, of friends, and of comfort bereft,
Cold, feeble, uncertain, I wander forlorn,
And wait for the tardy appearance of morn.

Yet rolls the loud thunder tremendous on high,
And the flash of conviction illumes from the sky;
'Tis the dread bolt of anger th' Almighty has hurl'd,
And his vengeance is seen o'er the watery world.
Ah! why to this element e'er did I trust?
And quit my heart's maxims so prudent and just,
Resigning the virtuous employ of the pen
On the wide coast of Afric to barter for men?

Av'rice spread her allurements: a dupe to her charms,
She bade me for gold tempt the ocean's alarms
With traffic inhuman those climates supply
Where Death keeps his court, where to go is to die;
Where man's boasted dignity pow'rless must yield
In condition below the poor brute of the field:
In Europe are pamper'd both horses and hounds,
In Columbia man sinks under plague or by wounds.

Ye children of Afric! your tortures are done,
For heaven has pitied the child of the sun:
May your spirits revisit those fountains and groves
Which living have witness'd the truth of your loves.

Unrevenged not ye died—my companions lie low,
And sad for their loss shall the frequent tear flow;
In the cause of their land they were good and were brave,
But the surge has avenged the wrongs of the slave.

ADAM FITZ-ADAM.

A PARODY.*

O Betsey! wilt thou go with me?
I'm sick to breathe the smoke of town;
We'll walk to Bagnigge, and take tea,
Th' expense will be but half a crown:
If thou'lt in cleanly gown be drest,
I'll put on my best coat so rare,
My only coat, of course my best,
To please the fairest of the fair.

When first I squir'd thee to the play,
Dids't thou not think me smart behind?
Tails were the fashion of that day,
And I to fashion was resigned.
How often has my tortur'd pate,
Extremes of luggings learnt to bear!
To soften my obdurate fate,
And please the fairest of the fair.

A waterman I am so true,
To boxing matches keen I go;
But if thy swain mishap should rue,
And from *The Fancy* † get a blow,
Say, if a basting should befal,
Could'st thou assume a fiercer air?
And tooth and nail to fighting fall,
For me, thou fairest of the fair?

And if at last thy swain should be,
By rude and filthy sailors prest,
Would'st thou be constant still to me,
And of my hammoc make thy nest?
And wouldst thou in the rigging lay
My shirts, and take them down with care;
Nor yet regret the kitchen gay,
Where thou we'rt fairest of the fair?

BEN.

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* O Nancy! wilt thou gang wi' me?

† In the *Fisty-cuffo-glotton*, the professors and followers of pugilism, are comparatively styled "The Fancy."

NAVAL HISTORY OF THE PRESENT YEAR, 1813.

(April—May.)

RETROSPECTIVE AND MISCELLANEOUS.

ON a careful comparison of the captures made on both sides during the present contest with America, it appears, that the number of prizes are nearly equal; and if we may believe the accounts that are arrived, the Americans begin to be heartily tired of the war, and to be alarmed at the preparations against them which are making throughout their rivers and coasts.

Too much, we think, has been said respecting the unexpected successes of the AMERICAN MARINE, fed and supported as it has been by our own countrymen who have deserted. If Britons are to contend with Britons on their own element, the unnatural and sanguinary contest will be carried on with all the energy and enterprise that are characteristic of Britons; and when those deserters from Old England have been organized and dispersed throughout the few ships which the French have secretly taught the Americans how best to construct and to employ against us, it is no wonder (considering their force, and build, and length) if the Americans should gain some unusual advantages at the beginning of a war, in which moderation and forbearance on our part, are strikingly contrasted with the duplicity and insidious politics of our quondam brethren.

It is with concern we hear, that a number of the Macedonian's crew have entered into the American service; yet allowance must be made for the very great difference in the pay which they thus receive. The remainder of the crew of this ship have at length arrived at Bermuda on parole, the American government refusing any further exchange of prisoners, except upon their own principles, which would recognize the validity of their mode of naturalizing the subjects of other governments.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, APRIL 24, 1813.

ADMIRAL LORD KEITH has transmitted to J. W. Croker, Esq. a letter from the Hon. Captain Paget, of H. M. S. the Superb, giving an account of the capture, on the 15th inst. by the Superb and Pyramus, of the Viper American letter of marque, of two hundred and seventy-four tons, six guns, and thirty-five men, from Nantes to America.

Extract of a Letter from the Hon. Captain Bouverie, of H. M. S. Medusa, addressed to Admiral Lord Keith, and transmitted by his Lordship to J. W. Croker, Esq.

Medusa, at Sea, April 13, 1813.

I have the honour to inform you, that H. M. S. under my command has this day captured the American letter of marque schooner Caroline, of four guns and twenty-eight men, bound from New Orleans to Bourdeaux.

MAY 1.

Copy of a Letter from Captain Dundas of H.M.S. Pyramus, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

MY LORD, *H. M. S. Pyramus, at Sea, April* 20, 1813.

The American schooner letter of marque Zebra, mounting ten guns, and manned with thirty-eight men, from Bourdeaux, bound to New York, was captured this evening by his Majesty's ships Pyramus and Belle Poule, Andromache in sight.

I have the honour to be, &c.

J. W. D. DUNDAS, Captain.

The Hon. Adm. Lord Keith, &c. &c.

Copy of a Letter from Captain Salt, of H. M. S. Unicorn, addressed to Rear Admiral Sir Harry Neale, and transmitted by Lord Keith to John Wilson Croker, Esq.

SIR, *H. M. S. Unicorn, at Sea, April* 1813.

I beg leave to acquaint you, that H.M.S. Stag, in company with H.M.S. Unicorn, captured this morning, in latitude 47 deg. 30 min. N. and longitude 7 deg. W. the American letter of marque schooner Hebe (formerly his Britannic Majesty's schooner Laura), John Picarere, master, carrying two guns and fifteen men, bound to Bourdeaux or Nantes.

I have the honour to be, &c.

G. B. SALT, Captain.

MAY 4.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Stokes, commanding H. M.'s gun vessel the Constant, giving an account of his having, on the 21st of April, in company with the Martial gun-vessel, captured, off the Saintes, a French privateer, called L'Olympe, carrying two guns and sixteen men.

MAY 8.

Copy of a Letter from Admiral Sir Robert Calder, Bart. Commander-in-chief at Plymouth, to John Wilson Croker, Esq. dated the 6th inst.

SIR,

I request you to inform the lords commissioners of the Admiralty, that the Fox, American brig letter of marque, arrived here this morning, captured by the Whiting schooner, Pheasant and Scylla in company, in latitude 47° longitude 12°, after a chase of above one hundred miles. The Fox mounted eight guns (two of which she threw overboard in the chase), with a complement of 29 men, and was bound from Bourdeaux to Philadelphia. I have the honour to be, &c.

ROBERT CALDER.

Copy of a Letter from Captain Sir George R. Collier, of H. M. S. Surveillante, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

MY LORD, *Surveillante, April* 27, 1813.

I have the honour to acquaint your lordship, that the schooner Tom, an American letter of marque, of 287 tons, six guns, and 36 men, was this morning captured by his Majesty's ships Surveillante and Lyra, after a smart chase; she was from Charlestown, bound to Nantz; she is a remarkably fine vessel of her class, and, from her superior sailing, had already escaped from eighteen of his Majesty's cruizers.

I have the honour to be, &c.

GEO. R. COLLIER, Captain.

Copy of a Letter from Captain Christian, of H. M. S. Iris, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

MY LORD, *H. M. S. Iris, at Sea, April* 18, 1813.

I have the honour to inform your lordship, that, after a chase of thirteen hours, I have this day captured the American schooner Price, a letter of marque, of six guns, and 30 men, together with her prize, the schooner Equity, of Plymouth, which she had taken eight days ago.

I have the honour to be, &c.

H. H. CHRISTIAN, Captain.

Copy of a Letter from Lieutenant William Knight (2), *commanding his Majesty's Hired Ketch Gleaner, to John Wilson Croker, Esq. dated at Plymouth, the 6th Instant.*

SIR,

I beg you will be pleased to inform their lordships, that his Majesty's hired ketch under my command captured, on the 27th March, the French privateer Adelaide, of six guns and 46 men, five days from Naples, and had made no capture. While lying nearly becalmed, Cape St. Vito (Sicily) bearing E.S.E. six leagues, she sweeped towards us, and attacked his Majesty's ketch.

I have the honour to be, &c.

W. KNIGHT (2), Lieutenant.

MAY 11.

Extract of a Letter from Captain De Courcy, of H. M. sloop Mutine, addressed to Rear Admiral Lord Amelius Beauclerk, and transmitted by Admiral Sir Robert Calder to John Wilson Croker, Esq.

MY LORD, *H. M. sloop Mutine, at Sea, April* 18, 1813.

I have great pleasure in acquainting your lordship, that yesterday morning, while in execution of your lordship's orders, at day light, a strange ship was discovered on our lee bow, to which chase was given immediately; at two P. M. the stranger hoisted French colours, and commenced a fire from her stern guns, which, disabling us in our sails and rigging, occasioned us to drop a-stern; at forty minutes past eight, being again within gun-shot, he hoisted a light, and opened a fire from his broadside, which was continued until forty-five minutes past ten, when his main-top gallant-masts and jibs being shot away, we were enabled to close him; still it was not until after a spirited resistance of fifty minutes, that at half past eleven she hauled down her colours. I am convinced that had the action taken place during the day it would have been of much shorter continuance: she proved to be L'Invincible privateer corvette, of Bayonne, Martin Jortis, commander, pierced for twenty guns, mounting sixteen, viz. twelve 18-pounder carronades (French calibre) and four long sixes, with a complement of eighty-six men (partly Americans), the remainder of her crew being absent in prizes.

It gives me pleasure to state to your lordship, that no loss has been sustained on my side, save two men slightly wounded; our standing and running rigging and sails much cut, and masts wounded.

I have the honour to be, &c.

NEVINSON DE COURCY, Captain.

Captain Sir Peter Parker, of H. M. S. Menelaus, has transmitted to John Wilson Croker, Esq. copies of two letters, addressed by him on the 22d and 28th of March, to Vice Admiral Sir Edward Pellew; the former reporting the capture of L'Hirondelle, French packet, returning from Algiers to Toulon, with dispatches; and the latter, that of the Nouveau Phenix, French privateer, of six guns and seventy-five men, out three weeks from Leghorn, and had only taken one Maltese brig.

Promotions and Appointments.

Carleton House, 6th May 1813.

His Royal Highness the Prince Regent was this day pleased, in the name and on the behalf of his Majesty, to confer the honour of Knighthood on Edward Tucker, Esq. a post captain in the royal navy.

Whitehall, May 11, 1813.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to constitute and appoint the Right Hon. Robert Viscount Melville; William Domett, Esq. Vice-admiral of the White Squadron of his Majesty's fleet; Sir Joseph Sydney York, Knt. Rear-admiral of the White Squadron of his Majesty's fleet; the Right Hon. William Dundas; Sir George Warrender, Bart.; John Osborn, Esq. and Henry Paulet, Esq. (commonly called Lord Henry Paulet), to be his Majesty's Commissioners for executing the office of High Admiral of the United Kingdom of Great Britain and Ireland, and the dominions, islands, and territories, thereunto belonging.

Admirals and Captains appointed.

Rear-admiral Griffiths hoists his flag in the Egmont for America.

Stewart Blacker, to the Chanticleer; John Phillimore, to the Eurotas; William Goate, to the Fortunée; J. P. Stewart, to the Amphion; H. R. Battersby, to the Grasshopper; Lewis Hole, to the Bacchus; Edward Hodder, to the Tisiphone; Augustus Brine, to the Medway; Thomas Browne, to the Ulysses; W. S. Hall, to the Kangaroo; James H. Morrison, to the Achates; H. Bourchier, to the Myrtle; Henry Hope, to the Endymion; E. S. Dickson, to the Akbar; Graham Eden Hammond, to the Rivoli; William Stewart, to the San Josef; C. B. Ross, to the Marlborough, with Admiral Cockburne; Joseph Spear, of the Chanticleer, promoted to post rank; William Sheppard, to the Fylla; Hon. Captain Henry Dilkes Byng, to the Viper, the Goree being laid up as a prison-ship at Bermuda; Lieutenant F. B. Devon, to be a commander, and to the Brevdrageren; Lieutenant G. M'Cleverty, to be a commander; Hon. Frederick William Aylmer, to the Cydnus; William Rothergill, to be flag-captain to Admiral Brown, at Jamaica; Sir William Parker, to the Fly; Robert Mitford, posted, and to command the Minstrel.

Lieutenants, &c. appointed, since 22d April 1813.

Samuel Babb, to the Barham; John Beckett, to the Albacore; Edward Barnard, to the Mulgrave; William Boxer, to the Rinaldo; Sackville Burroughs, to the San Josef; George Burlton, to the Clio; A. Buchanan, to the Benbow; Charles A. Baker, to the Ardent; Z. Beckham, to the Eurotas; Thomas B. Bell, to the Albion; L. Burn, to the Parthian; Edward Blaquiere, to the Utile; Charles

Bostock, to the Speculator lugger; Henry Crane, to the Experiment; John Caldwell, to the Boyne; W. E. Curlewis, to the Cretan; Charles Cumby, to the Medway; W. B. Champion, to the Amphion; J. Cowley, to the Magicienne; F. Cutler, to the Medway; D. Dent, to the San Josef; Henry Edwards, to the Benbow; J. Eveleigh, to the Rivoli; W. Edwards (2), to the impress service at Waterford; A. Fanshawe, to be flag-lieutenant to Admiral Martin; H. Finucane, to the Rivoli; W. Fowell, to the impress service at Cork; John Greenway, to the Diadem; R. W. Greaves, to the Eurotas; Walter Grant, to the Conquestadore; W. Hamilton, to the Doterell; M. H. Herbert, to the Antelope; Michael Hammond, to the Wasp; G. F. Herbert, to the San Josef; Currie Hillier, to the Corso; W. Houghton, to the Amphion; Thomas Hannam, to the Rosario; Nicholas Hammond, to the Favourite; Charles N. Hunter, to the Prince of Wales; Peter Hill has retired with the superannuated rank of commander; J. Hudson, midshipman, to be a lieutenant; Herbert John Jones, to the Sultan; W. R. Jackson, to the Defiance; W. M. Jewell, to the Conquestadore; Robert Jones, to the Ceylon armed ship; Horatio James, to the Royal Sovereign; Charles Jeffries, to the Bacchus; John Knatchbull, to the Benbow; Frederick Lewis, to the Ulysses; Thomas Lovesay, to the Jaseur; William Lambert, to the Medway; H. Love, to the Cydnus; John F. Lemoyne, to the Queen; J. Maudslay, to the Talbot; William Monilaws, to the Rover; Richard Mitchell, to the Devastation; John Manton, to the Amelia; George Majoribanks and John H. Mayor, to the Majestic; James Masters, to the Niobe; Thomas H. Marshall, to the Ulysses; Robert C. M'Crea, to the Amphion; J. Moffatt, to be a lieutenant; Frederick B. Neve, to the Kangaroo; Henry Nason, to the Bonne Citoyenne; John Neall (1), to the Mullett schooner; Philip Nind, to the Bulwark; Edward Ogilvie, to the San Josef; Robert Patton, to the Loire; Thomas Patton, to the Benbow; John Passmore, to the Clarence; Peter Reddie, to the York; James B. Robertson, to the Cydnus; J. Rowland, to be a lieutenant; W. Rochfort, to the Nymphe; W. H. Smith, to the Warspite; G. W. Sarmon, to the Majestic; William Sanders, to the Benbow; G. C. Stovin, to the Bacchus; George Sayer, to the Christian VII.; William Smail, to the Cherokee; G. J. Sommerville, to the Rota; Lieutenant Thomas Spry, to be a commander; G. Stone, to the Bonne Citoyenne; James Townshend, to the Queen; P. Tomlinson, to the signal station at Mount Herault; W. A. Thomas, to the Crescent; J Thompson, to the impress service at Waterford; W. Woolcock (2), to the Warspite; James W. Wills, to the Mosquito; James Whitthorn, to the Flamer; Henry West, to the Jaseur; G. Young, to the Rivoli.

Masters.—James Norie, appointed 23d April, to the Medway, at Chatham; J. R. Sessmore, 26th April, to the Benbow, at Woolwich; T. P. Lurchen, 4th May, to the Chanticleer, at Yarmouth; James Barrow, 4th May, to the President, at Chatham; John Wingham, 6th May, to the Cydnus, at Woolwich; Richard B. Gregory, 11th May, to the Sultan, at Chatham; John Evans, 11th May, to the Amphion, at Deptford; Wm. Steers, 11th May, to the Grasshopper, at Portsmouth; J. J. White, 12th May, to the Amphion, at Deptford; John Hamilton, 14th May, to the Egmont, at Portsmouth; James Engledue, 14th May, to the Swift, store-ship, master and commander, at Portsmouth; Joseph Barnes, 12th May, to the Kron Princen, at Chatham; Wm. Hounor, 15th May, to the Favourite, at Portsmouth; James Downie, 17th May, to the Rivoli, at Portsmouth; Wm. Thompson, 19th May, to the Freija, at Portsmouth; Robert Beadwell, 20th May,

te the Eurotas, at Woolwich; James Panchen, 21st May, to the Creole, at Plymouth; Richard Hodges, 21st May, to the Rota, at Plymouth; Geo. Walters, 21st May, to the Anacreon, at Plymouth.

Surgeons, &c. appointed.

Doctor Andrew Baird, to be inspector of hospitals, in the Portsmouth, as well as the Western district.

James Scott (2), to the Rivoli; J. B. Sheppard, to the Akbar; Archd. Skirving, to the Menelaus; A. B. Greig, to the Amphion; T. C. Jones, to the Eurotas; Archd. Robertson (2), to the Cydnus; James Stewart, to the Grasshopper; Peter Henry, to the Fylla; P. C. Parlebien, to the Abercrombie; James Carruthers, to the Mohawk; James Pollock, the Racehorse; Andrew Smith, to the Benbow; Thomas Hunter, to the Bacchus; H. Smith, to the Clarence; W. M'Donald, to attend the Russian fleet in the Medway; W. Acton, to the Druid; T. Barnes, to the Nimble.

Assistant-Surgeons, &c. appointed.

H. Marshall, to the Gloucester; John Paterson, to the Batavier, H. S.; James Shuter, to the Mulgrave; J. Bremner, to the Blake; C. Sherratt, to the Mullet; Archibald Ferguson, to the Benbow; Robert Marshall, to the Antelope; Robert Macfarlane, hospital-mate, to the Dartmoor; P. H. M'Lean, hospital-mate at Plymouth; A. Nesbitt, to the Ardent; John Thompson, to the San Josef; James Shuter, to the Blake; James Hanna, to the Queen Charlotte; Mark Thompson, to the Trident; Matthew Capponi, to the Diligent S. S.; William Donnelly and John Havard, to be hospital-mates at Haslar; Samuel M'Cormick, to the Ajax; Joseph M'Lean and David Patton, to the Trent H. S.; John Paul, to the Albacore; James Biggar, to the Royal Sovereign; Allan Waters, as a supernumerary to the Mediterranean; John Dove, to the Gladiator; Thomas Orr, to the Sussex H. S.; John Tarn, to the President; James Smith, to the Albion; William Rogan, to the Amphion; Thomas Burton, to the Rippon; William Simpkins, to the Vesta; Andrew Dick, to the Stately; Charles Roberts, to the Benbow; John Frew, supernumerary, to the Mediterranean; James Porter, to the Medway; James Lawrence, to be hospital mate at Haslar.

BIRTHS.

April 25, at York-place, London, the Lady of Vice-Admiral Sir Richard Strachan, Bart. of a son and heir.

May 14, at Prospect House, Fareham, the Lady of Captain Nash, R. N. of a son.

At Greenwich, the Lady of Captain Alexander Innes, R. N. of a son.

At Woolwich, the Lady of Major Coombe R. M. of a daughter.

MARRIAGES.

April 26, William Ranwell, Esq. R. N. to Eliza, daughter of E. Champion, Esq. of the Island of Jersey.

May 2, Lieutenant Hayley, R. N. to Miss Yates, of Southampton.

May 18, at St. Thomas's Church, Ryde, Lieutenant Richard Fegan, R. N. to Miss Banks, of that place.

May 20, by special licence, Rear-admiral Sir Joseph Sydney Yorke, Knt. to the Marchioness of Clanricarde.

OBITUARY.

Lately, Captain John Moore Mansfield, R.N. who commanded the Minotaur in the battle of Trafalgar.

Lately, at Tiverton, Devon, John Davy Foulks, one of the Magistrates for the county, and formerly commander of the Asia East Indiaman.

Lately, in Jamaica Hospital, Mr. John Meredith, Surgeon of the Vengeur.

February 11, of a fever, Captain Hutton Dawson, of the Moselle sloop of war.

March 30, at the King's Terrace, South Sea, near Portsmouth, Mrs Outon, wife of Mr. J. G. Outon, purser of the Endymion.

April 3, suddenly, Mr. Henry May, one of the oldest shipwrights of the Dock-yard at Plymouth.

April 4, at Stoke Cottage, near Plymouth-dock, Mrs. Smith, wife of W. R. Smith, Esq. late secretary to Admiral Young.

April 6, Edward, son of Richard Reddeh, Esq. agent of the Royal Naval Hospital at Plymouth.

April 11, at Southampton, Miss Catherine Foote, daughter of Rear-admiral Foote, second in command at Portsmouth.

April 18, in Charlotte street, Captain P. L. Rosenhagen, late commander of H.M.S. Resistance.

April 22, at Plascock, Anglesea, after a long and painful illness, John Browning Edwards, Esq. aged 42, a Post Captain R. N.

April 24, at Wilcove, in a decline, Mrs. Hawkins, wife of Lieutenant Hawkins, R. M.

May 1, at his Seat at South Dalton, Yorkshire, the Right Honourable, William Lord Hotham, Admiral of the Red and Baronet; he is succeeded in his title and estates by his brother, Sir Beaumont Hotham late one of the Barons of Exchequer.

May 6, at his lodgings, Panton-street, Haymarket, Mr. John Pearse, Purser of the Blake.

May 8, at his house in Hill-street, London, J. H. Clewlow, Esq. Purser R. N.

May 11, in Somerset-place, after a few hours illness, Samuel Gambier, Esq. one of the Commissioners of the Navy; he was brother to Lord Gambier, and has left eleven children, with a numerous list of friends, to lament his loss.

May 14, in a decline, after a lingering illness, at Binegar Rectory, in the county of Somerset, in the 20th year of his age, Edward Seymour Bovel, Esq. late a Midshipman in the Modeste frigate, only son of the Honourable Mrs. Tuson, wife of the Reverend James Tuson (by her late husband the Reverend Dr. Bovel, Vicar of Hentridge, in that county), and nearly related to his Grace the Duke of Somerset.

May 19, at Chelsea, Edmund Woods Ommanney, aged 2 years, youngest son of Captain H. M. Ommanney, R.N..

BIOGRAPHICAL MEMOIR

OF

SIR FRANCIS DRAKE, Knt.

VICE-ADMIRAL OF ENGLAND,

IN THE YEAR 1588.

(Concluded from page 276.)

NEAR this harbour they touched at some islands, where they found great numbers of seals, and despairing now to find any passage through the northern parts, he, after a general consultation, determined to steer away to the Moluccas, and setting sail July 25th, he sailed for sixty-eight days without sight of land; and, on September 30th, arrived within view of some islands, situate about eight degrees northward from the line, from whence the inhabitants resorted to them in canoes, hollowed out of the solid trunk of a tree, and raised at both ends so high above the water, that they seemed almost a semi-circle; they were burnished in such a manner, that they shone like ebony, and were kept steady by a piece of timber, fixed on each side of them, with strong canoes, that were fastened at one end to the boat, and at the other to the end of the timber. The first company that came brought fruits, potatoes, and other things of no great value, with an appearance of traffic, and exchanged their lading for other commodities, with great shew of honesty and friendship; but having, as they imagined, laid all suspicion asleep, they soon sent another fleet of canoes, of which the crews behaved with all the insolence of tyrants, and all the rapacity of thieves; for whatever was suffered to come into their hands, they seemed to consider as their own, and would neither pay for it nor restore it, and at length, finding the English resolved to admit them no longer, they discharged a shower of stones from their boats, which insult, Drake prudently and generously returned, by ordering a piece of ordnance to be fired, without hurting them, at which they were so terrified, that they leaped into the water, and hid themselves under the canoes. Having for some time but little wind, they did not arrive at the Moluccas till the 3d of November, and then designing to touch at Tidore, they were visited, as they sailed by a little island belonging to the king of Ternate, by the viceroy of the place, who informed them, that it would be more advantageous for them to have recourse to his master for supplies and assistance, than to the king of Ternate, who was in some degree dependent on the Portuguese, and that he would himself carry the news of his arrival, and prepare their reception. Drake was, by the arguments of the viceroy, prevailed upon to alter his resolution, and on November 5, cast

anchor before Ternate, and scarce was he arrived, before the viceroy, with others of the chief nobles, came off in three large boats, rowed by forty men on each side, to conduct the ship into a safe harbour; and soon after the king himself, having just received a velvet cloak by a messenger from Drake, as a token of peace, came with a retinue and dignity of appearance as was not expected in those remote parts of the world. He was received with discharges of cannons, and every kind of music, with which he was so much delighted, that, desiring the musician to come down into the boat, he was towed along in it at the stern of the ship. The king was of a graceful stature, and regal carriage, of a mild aspect, and low voice; his attendants were dressed in white cotton, or calicoe, of whom some, whose age gave them a venerable appearance, seemed his counsellors, and the rest officers or nobles; his guards were not ignorant of fire-arms, but had not many among them, being equipped, for the most part, with bows and darts. The king having spent some time in admiring the multitude of new objects that presented themselves, retired as soon as the ship was brought to anchor, and promised to return on the day following, and, in the mean time, the inhabitants having leave to traffic, brought down provisions in great abundance. At the time when the king was expected, his brother came aboard, to request of Drake that he would come to the castle, proposing to stay himself as a hostage for his return; Drake refused to go, but sent some gentlemen, detaining the king's brother in the mean time. These gentlemen were received by another of the king's brothers, who conducted them to the council-house near the castle, in which they were directed to walk, there they found threescore old men, privy counsellors to the king, and on each side of the door without, stood four old men, of foreign countries, who served as interpreters in commerce. In a short time the king came from the castle, dressed in cloth of gold, with his hair woven into gold rings, a chain of gold upon his neck, and on his hands rings very artificially set with diamonds and jewels of great value; over his head was born a rich canopy, and by his chair of state, on which he sat down when he had entered the house, stood a page, with a fan set with sapphires, to moderate the excess of the heat. Here he received the compliments of the English, and then honourably dismissed them. The castle, which they had some opportunity of observing, seemed of no great force; it was built by the Portuguese, who, attempting to reduce this kingdom into absolute subjection, murdered the king, and intended to pursue their scheme by the destruction of all his sons; but the general abhorrence which cruelty and perfidy naturally excited, armed all the nation against them, and procured their total expulsion from all the dominions of Ternate, which from that time increasing in power, continued to make new conquests, and to deprive them of other acquisitions. While they lay before Ternate, a gentleman came on board, attended by his interpreter. He

was dressed somewhat in the European manner, and soon distinguished himself from the other natives of Ternate, or any country that they had seen, by his civility and apprehension. Such a visitant may easily be imagined to excite their curiosity, which he gratified by informing them that he was a native of China, of the family of the king then reigning, and that being accused of a capital crime, of which, though he was innocent, he had not evidence to clear himself, he had petitioned the king that he might not be exposed to a trial, but that his cause might be referred to Divine Providence, and that he might be allowed to leave his country, with a prohibition against returning, unless Heaven, in attestation of his innocence, should enable him to bring back to the king some intelligence that might be to the honour and advantage of the empire of China. In search of such information he had now spent three years, and had left Tidore for the sake of conversing with the English general, from whom he hoped to receive such accounts as would enable him to return with honour and safety. Drake willingly recounted all his adventures and observations, to which the Chinese exile listened with the utmost attention and delight, and having fixed them in his mind, thanked God for the knowledge he had gained. He then proposed to the English general to conduct him to China, recounting, by way of invitation, the wealth, extent, and felicity of that empire; but Drake could not be induced to prolong his voyage. He therefore set sail on the 9th of November, in quest of some convenient harbour, in a desert island, to refit his ship, not being willing, as it seems, to trust the generosity of the king of Ternate. Five days afterwards he found a very commodious harbour, in an island overgrown with wood, where he repaired his vessel, and refreshed his men, without danger or interruption. Leaving this place the 12th of December, they sailed towards the Celebes; but having a wind not very favourable, they were detained among a multitude of islands, mingled with dangerous shallows, till January 9, 1580. When they thought themselves clear, and were sailing forwards with a strong gale, they were, at the beginning of the night, surprised in their course by a sudden shock, of which the cause was easily discovered, for they were thrown upon a shoal, and, by the speed of their course, fixed too fast for any hope of escaping. Here even the intrepidity of Drake was shaken, and his dexterity baffled, but his piety, however, remained still the same, and what he could not now promise himself from his own ability, he hoped from the assistance of Providence. The pump was plied, and the ship found free from new leaks. The next attempt was, to discover towards the sea some place where they might fix their boat, and from thence drag the ship into deep water; but, upon examination, it appeared that the rock on which they had struck rose perpendicularly from the water, and that there was no anchorage, nor any bottom to be found a boat's length from the ship. But this discovery, with its con-

sequences, was by Drake wisely concealed from the common sailors, lest they should abandon themselves to despair, for which there was, indeed, cause, there being no prospect left but that they must there sink with the ship, which must undoubtedly be soon dashed to pieces; or perish in attempting to reach the shore in their boat; or be cut in pieces by barbarians, if they should arrive at land. In the midst of this perplexity and distress, Drake directed that the sacrament should be administered, and his men fortified with all the consolation which religion affords, then persuaded them to lighten the vessel, by throwing into the sea part of their lading, which was chearfully complied with, but without effect. At length, when their hopes had forsaken them, and no new struggles could be made, they were on a sudden relieved by a remission of the wind, which having hitherto blown strongly against the side of the ship which lay towards the sea, held it upright against the rock; but when the blast slackened (being then low water) the ship lying higher with that part which rested on the rock, than with the other, and being born up no longer by the wind, reeled into the deep water, to the surprise and joy of Drake and his companions. This was the greatest, and most inextricable distress which they had ever suffered, and made such an impression upon their minds, that for some time afterwards they durst not adventure to spread their sails, but went slowly forward with the utmost circumspection. They thus continued their course, without any observable occurrence, till, on the 11th of March, they came to anchor before the island Javerand, sending to the king a present of cloth and silks, received from him in return a large quantity of provisions, and, on the day following, Drake himself went on shore, and entertained the king with his music, and obtained leave to store his ship with provisions. The island is governed by a great number of petty kings, or raias, subordinate to one chief; of these princes three came on board together a few days after their arrival, and upon their return recounting the wonders which they had seen, and the civility with which they had been treated, incited others to satisfy their curiosity in the same manner, and Raia Donan, the chief king, came himself to view the ship, with the warlike armaments and instruments of navigation. This intercourse of civilities somewhat retarded the business for which they came; but at length they not only victualled the ship, but cleansed the bottom, which, in the long course, was overgrown with a kind of shell-fish, that impeded her passage.* Leaving Javarand on March the 26th, they sailed home-

* CAMDEN, in his *Britannia*, speaking of the shire of Buchan, in Scotland, says—"It is hardly worth while to mention the clayks, a sort of geese, which are believed by some with great admiration, to grow upon trees on this coast, and in other places, and, when they are ripe, they fall down into the sea, because neither their nests nor eggs can any where be found. But they who saw the ship in which Sir Francis Drake sailed round the world, when it was

wards by the Cape of Good Hope, which they passed on June the 15th. On the 15th of August they passed the Tropic, and on the 26th of September arrived at Plymouth, where they found, that by passing through so many different climates, they had lost a day in their reckoning of time, it being Sunday by their journals, but Monday by the general computation.

In this hazardous voyage they had spent two years, ten months, and some odd days, but being recompensed for their toils by great riches, and the universal applause of their countrymen, Drake afterwards brought up his ship to Deptford, where Queen Elizabeth visited him on board his ship, and conferred the honour of knighthood upon him;* an honour in that illustrious reign not made cheap by prostitution, nor even bestowed without uncommon merit. It is not necessary to give an account equally particular of the remaining part of his life, as he was no longer a private man, but engaged in public affairs, and associated in his expeditions with other generals, whose attempts, and the success of them, are related in the histories of those times.

In 1585, on the 12th of September, Sir Francis Drake set sail from Plymouth with a fleet of five-and-twenty ships and pinnaces, of which himself was admiral, Captain Martin Forbisher vice-admiral, and Captain Francis Knollis, rear-admiral; being fitted out to cruise upon the Spaniards, and having touched at the isle of Bayonne, and plundered Vigo, put to sea again, and on the 16th of November, arrived before St. Jago, which they entered without resistance, and rested there fourteen days, visiting, in the mean time, San Domingo, a town within the land, which they found likewise deserted; and carrying what they pleased of the produce off the island, they at their departure destroyed the town and villages, in revenge of the murder of one of their boys, whose body they found mangled in a most inhuman manner. From this island they pursued their voyage to the West Indies, determining to attack St. Domingo, in Hispaniola, as the richest place in that part of the world, they therefore landed a thousand men, and with small loss entered the town, of which they kept possession for a month, without interruption or alarm; during which time a remarkable accident happened, which deserves to be related.

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laid up in the River Thames, could testify, that little birds breed in the old rotten keels of ships, since a great number of such, without life and feathers, stuck close to the outside of the keel of that ship.

* April 4, 1581.—"The Queen ordered his ship to be preserved, as a striking monument of his own and country's glory. It remained a long time at Deptford, as an object of admiration, till decaying, from its planks was made a chair, said to have been presented to the University of Oxford, with appropriate verses on the occasion, by the celebrated Cowley." *Vide* HAYDON'S *History of Plymouth*, N. C. VI. 38.—The chair was presented to the University by John Davis, Esq. of Deptford. For COWLEY'S lines on the subject, *vide* N. C. VIII. 52.

Drake having some intention of treating with the Spaniards, sent to them a Negro boy with a flag of truce, which one of the Spaniards so little regarded, that he stabbed him through the body with a lance. The boy, notwithstanding his wound, came back to the general, related the treatment which he had found, and died in his sight. Drake was so incensed, at this outrage, that he ordered two friars, then his prisoners, to be conveyed with a guard to the place where the crime was committed, and hanged up in sight of the Spaniards, declaring that two Spanish prisoners should undergo the same death every day, till the offender should be delivered up by them: they were too well acquainted with the character of Drake not to bring him on the following day, when, to impress the shame of such actions more effectually upon them, he compelled them to execute him with their own hands. Of this town, at their departure, they demolished a part, and admitted the rest to be ransomed for five and twenty thousand ducats. From thence they sailed to Carthagena, where the enemy having received intelligence of the fate of St. Domingo, had strengthened their fortifications, and prepared to defend themselves with great obstinacy, but the English landing in the night, came upon them by a way which they did not suspect, and being better armed, partly by surprise, and partly by superiority of order and valour, became masters of the town, where they stayed without fear or danger six weeks, and at their departure received an hundred and ten thousand ducats for the ransom of the town. They afterwards took St. Augustine, and touching at Virginia, took on board the governor, Mr. Sanes, with the English that had been left there the year before by Sir Walter Raleigh, and arrived at Portsmouth on July 28, 1586, having lost in the voyage 750 men. The gain of this expedition amounted to sixty thousand pounds, of which forty were the share of the adventurers, who fitted out the ships, and the rest distributed among the several crews, amounted to six pounds each man, so cheaply is life sometimes hazarded.

The transactions against the armada,* 1588, are in themselves far more memorable, but less necessary to be recited in this succinct narrative; †

* In the year 1587, Sir Francis Drake went to Lisbon with a fleet of thirty sail; and, having intelligence of a great fleet assembled in the Bay of Cadiz, which was intended to form part of the Armada, he with great courage entered that port, and burnt there upwards of 10,000 tons of shipping. This exploit he afterwards merrily termed, *singing the King of Spain's beard!*

† For a variety of interesting details relating to the Armada, *vide* the biographical memoir of Charles Howard, Earl of Nottingham, Lord High Admiral of England, N. C. XVIII. 89, *et seq.* The latin verses (with Fuller's translation) in which the Spanish Ambassador proposed terms of peace to Queen Elizabeth, prior to the attempted invasion, with her Majesty's answer, will be found in our VIth Volume, page 89.—Sir Francis Drake, in his command as vice-admiral, was attended by his usual good fortune. On the 22d of July, observing a large

only let it be remembered, that the post of vice-admiral of England, to which Sir Francis Drake was then raised, is a sufficient proof, that no obscurity of birth, or meanness of fortune, is unsurmountable to bravery and diligence.*

In 1595,† Sir Francis Drake, and Sir John Hawkins, were sent with a fleet to the West Indies, which expedition was only memorable for the destruction of Nombre de Dios, and the death of the two commanders, of whom Sir Francis Drake died January 9, 1597,‡ and was thrown into the sea in a leaden coffin, with all the pomp of naval obsequies. It is reported by some, that the ill success of this voyage hastened his death. Upon what this conjecture is grounded does not appear, and we may be allowed to hope, for the honour of so great a man, that it is without foundation, and that he whom no series of success could ever betray to vanity, or negligence, could have supported a change of fortune without impatience or dejection.§

Spanish ship, at a distance from both fleets, he sent his pinnace to summon the commander to surrender. Don Pedro de Valdez, the reputed projector of the armada, who was on board, answered, with much Spanish solemnity, that he was 450 strong; that he stood much upon his honour, and thereupon propounded several conditions, upon which he was willing to yield. Sir Francis replied, that he had no leisure to parley; but, if he thought fit instantly to surrender, he might; if not, he should soon find that Drake was no coward. Pedro, hearing the name of Drake, immediately yielded, and, with 46 of his attendants, came on board the vice-admiral's ship. He remained above two years his prisoner in England; and, when he was released, he paid him, for his own and his captain's liberty, a ransom of 3,500*l*. Drake's men were well compensated with the plunder of this ship; for they found in her 55,000 ducats of gold, which were divided amongst them.

* It was considered that, through an oversight of Sir Francis, Lord Howard, the admiral, had nearly been taken. Having been appointed, the first night of the engagement, to carry lights for the direction of the English fleet, he was induced to pursue some hulks belonging to the Hans Towns. The consequence of this neglect was, that Lord Howard followed the Spanish lights, and remained almost in the centre of their fleet till the morning. The succeeding services of Sir Francis Drake, however, sufficiently atoned for this mistake; the greatest execution done on the flying Spaniards being performed by the division of the fleet under his command.

† Prior to this (in 1589) Sir Francis Drake commanded, as admiral, the fleet which was sent to restore Don Antonio, King of Portugal. Sir John Norris had the command of the land forces. Scarcely, however, had they got to sea, when the commanders differed, and thus the attempt proved abortive.

‡ According to other accounts, January 28, 1596.

§ Various other particulars relating to Sir Francis Drake, will be found in our VIth Volume, page 37, *et seq.* Sir Francis was extremely active in obtaining a new charter, and other privileges, for the town of Plymouth. Plymouth is also indebted to him for its present abundant supply of water, of which, prior to his time, it was almost entirely destitute. There is a picture of him in the Town

HERALDRY.

Sir Francis Drake died without issue, but not a bachelor, as some authors have written; for he left behind him a widow, Elizabeth, daughter and sole heiress of Sir George Sydenham, in the county of Devon, Knt. who afterwards was married to Wm. Courteney, Esq. of Rowderham Castle, in the same county. Notwithstanding Queen Elizabeth's kindness to Sir Francis Drake, she suffered his brother, Thomas Drake, whom he made his heir, to be prosecuted for a pretended debt to the crown.

Francis Drake, nephew and godson of Sir Francis, was created a baronet, August 2, 1622, and afterwards was one of the knights of the shire for the county of Devon. He married first, Jane, daughter of Sir Amias Bamfilde, Knt. by whom he had a daughter, Dorothy, who died an infant. He married, secondly, Joan, daughter of Sir Wm. Strode, Knt. by whom he had four sons; Francis, his successor; Thomas, who married a daughter of ——— Grimes, Esq. and was father of Francis, hereafter mentioned; ———, of Joybridge; and Joseph.

Sir Francis, eldest son and heir of the above, served in Parliament for Newport, in Cornwall, and Beer-Alston, in the time of Charles I. He married Dorothy, daughter of ——— Pym, Esq. but, dying without issue, was succeeded by his nephew,

Sir Francis, who served in Parliament for Tavistock, in the reigns of Charles the IId. and William and Mary. He married, first, Dorothy, daughter of Sir John Bamfilde, Bart.; secondly, Anne, daughter and coheir of Thomas Boon, Esq. but had no issue by either of them. He married, thirdly, a daughter of Sir Henry Pollexfen, Knt. lord chief justice of the Common Pleas, by whom he had a daughter, the wife of Thomas Martin, Esq. a Welsh judge, and a son, his successor,

Sir Francis Henry, who represented Tavistock in three Parliaments, and afterwards was elected for Beer-Alston. He married Anne, sister to Sir William Heathcote, Bart. by whom he had three sons and two daughters; 1, Francis Henry; 2, Francis William (who married, first, Grace America,

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Hall, and his memory is still gratefully cherished by the inhabitants. At the Plymouth Jubilee feast, on the 25th of October, 1810, the mayor, (Dr. Edmund Lockyer) presiding, the following toast was given:—"The pious memory of Sir Francis Drake; may the descendants of the man who gave us water, never want wine."—On the anniversary of the defeat of the Armada, the bells of St. Andrew's church, Plymouth, always ring several peals, in honour of the heroic knight.—Sir Francis contests with Sir Walter Raleigh, the honour of introducing tobacco into this country: the palm is generally given to the former.

Sir Francis was elected burgess for Bossiney, *alias* Tintagal, in Cornwall, in the 27th of Elizabeth, and for Plymouth in the 35th.

In our VIIIth Volume, page 200, is a very interesting and ably-drawn "Character of Sir Francis Drake, by a Contemporary.—Sir Francis is described as low of stature, but well set, with a broad open chest, a very round head, his hair of a fine brown, his beard full and comely, his eyes large and clear, of a fair complexion, of a fresh, cheerful, and very engaging countenance.—He was a perfect master in every branch of navigation, particularly in astronomy.

daughter of Colonel Samuel Glidhill, governor of Placentia, by whom he had Frances Augusta Caroline, Francis Thomas, Francis Richmond, all dead, and Francis Henry, born August 1756, the present baronet. He married, secondly, Elizabeth, sister of the late Sir Gilbert Heathcote, Bart. by whom he had two daughters, Mariana and Sophia; 3, Francis Samuel;* 4, Anne; 5, Sophia, wife of the Rev. Henry Pugh. He died Jan. 26, 1740, aged 47, and was succeeded by his son,

Sir Francis Henry, who was ranger of the forest of Dartmouth, and clerk-comptroller of the Board of Green Cloth. He died single, Feb. 22, 1794, and was succeeded by his nephew, the sole surviving child of his brother, Francis William,

Sir Henry Francis, the present baronet, who married, in 1795, Anne Frances, daughter of Thomas Maltby, Esq.

Arms.—Sir Francis Drake having assumed the arms of his countryman, Sir Bernard Drake, the latter was so offended, that he struck him. Queen Elizabeth took up the quarrel, and gave Sir Francis a new coat, which is thus emblazoned: Sable, a foss wavy, between the two pole stars, argent; and, for his

Crest.—A ship under ruff, drawn round a globe with a cable, by a hand out of the clouds; over which is the following

Motto.—*Auxilio divino;* and underneath, Sic parvis magna.

In the rigging of the ship is hung up by the heels a wivern, gules, which was the armorial bearing of Sir Bernard Drake.

NAUTICAL ANECDOTES, &c.

DEFENCE OF THE EXPRESS PACKET, AGAINST THE ANACONDA, UNITED-STATES PRIVATEER.

THE Express left Rio de Janeiro with the mail for England, on the 23d of March, having on board bullion to the amount of 20,000*l.* sterling. On the 13th of April, at 9 A.M. a brig was discovered on her starboard quarter, apparently in chase; and at noon was in her wake. Crowding all possible sail, she continued the pursuit; and the next day, finding her to gain fast, the Express rounded in the weather braces, and kept away two points. At 5 P.M. the chase still closing, Captain Quick ordered all hands to quarters, and cleared the ship for action. A private

* Of this gentleman, who was a rear-admiral in Rodney's fleet, in the memorable engagement of April 12, 1782, it is our intention shortly to present a biographical memoir. For his gallant conduct in that action, he was created a baronet. He married, first, Elizabeth Hayman, of Kent; secondly, a daughter of George Onslow, Esq. many years M. P. for Guildford. He died in 1789 but left no issue.

signal was now made, which was answered by an English jack at the enemy's mast-head, and a gun to leeward. At seven, being dark, the Express took in her studding-sails, and hauled her wind, as that was the best of her sailing; and the packets are under imperative orders not to fight until the last extremity. At midnight, the chase being on the weather quarter, she was tried with a night signal, which was not answered; and supposing her to be then within gun-shot, Captain Quick gave her two guns; on this she backed her main-top-sail, and dropped a-stern. At day-break, finding her to close again very fast, Captain Quick hoisted his colours, and fired a stern chaser, on which she shewed Spanish colours; but after receiving a second gun, she pulled down those and hoisted American. A running fight now commenced, which lasted till a quarter before 7 A.M. when the enemy, ranging up alongside, brought the packet to close action. Captain Quick and his little band, with the most determined bravery, continued to defend themselves till eight o'clock, when the Express became unmanageable. Her sails were cut to pieces, the main and fore-masts shot through in several places, main-top-mast gone, all the yards badly wounded, main and fore-stays, top-mast stays, and the whole of the starboard shrouds shot away; braces, top-sail sheets, fore and main tacks and sheets, and nearly all the running rigging in a very shattered condition, four of the guns (out of six) on the engaging side, dismounted, three feet and half of water in the hold, expecting the masts every moment to go by the board, and seeing no possibility of defending her any longer, Captain Quick consulted his officers and men, who were all of opinion they had better strike. The mail was then thrown overboard, and the colours struck. The water increasing very fast, one of the pumps being disabled by a shot, and the vessel settling after the head, Captain Quick hoisted his colours inverted, and hailed for immediate assistance. This was instantly complied with; the enemy sending on board his officers and men, with the carpenter and his crew, who partly succeeded in plugging up the shot-holes, and reducing the water in the hold. The captain of the American, seeing the packet such a complete wreck, concluded that all on board must be killed or wounded; and therefore sent his own surgeon and his mate to their assistance in the first boat; but, providentially, not one was hurt during the action.

The enemy proved to be the United States privateer Anaconda, Captain Shaler, of New-York, last from Boston. She had been out 75 days, and this was her first capture. Her force is 18 long twelves and nines, with 120 men; she is 112 feet long on deck, and 29 feet nine inches in width. Captain Shaler told Captain Quick she is supposed to be the finest vessel of her class out of the United States.—At noon on the 15th, she was in lat. 6° 26′ S. long. 29° 8′ W.

After taking out the bullion, spare sails, cable, cabin furniture, small arms, warlike stores, and heaving all the guns overboard, Captain Quick was offered his choice, either to remain in the privateer, or to return on board his own ship, and take her to any port he might think proper. He accepted the latter. An instrument of parole was then drawn up, binding Captain Quick and his people, with the passengers, not to fight or bear

arms, during the present war with America, until regularly and formally exchanged; which Captain Quick signed for himself and crew, and the passengers for themselves respectively. At 5 P.M. of the 15th, Captain Quick, with his men and passengers, and their baggage, were sent on board the Express; the American captain having assured him he would remain by them till next morning, to ascertain their safety. Next day, five and a half P.M. he made a signal for Captain Quick to make the best of his way, and then wore his own vessel to the southward.

When the hold of the packet was cleared (for at the time her own people returned all the light things were floating up between decks) it was found that only 27 days water remained; the Americans having stove several of the water casks, and left out the bungs of others when searching for plunder. On the 17th, after stoppering the shrouds and stays, and getting the vessel a little in order, it was determined to shape a course for the island of Fernando de Noronha, in lat. 3° 50′ S. long. 32° 28′ W.* to procure a fresh supply of water. On the 21st, seven P.M. they came to anchor off this island, and at four next morning commenced watering. Examining round the ship, something was discovered protruding from the bottom; and having got from the shore two divers, they found, at two strakes above the garboard, well aft in the run, two pieces of iron, stuck fast, from 14 to 18 inches long, supposed to have been fired by the enemy. Having filled about 1000 gallons of water, at eight P.M. it was thought proper to get under weigh, being afraid to remain any longer on account of the swell. The surf broke so heavily on the shore, that they were obliged to swim off the water, the boats frequently upsetting, to the great hazard of the men's lives. This island is about six or seven miles in length, and two or three broad, and has on it 300 convicts, from Pernambuco, in Brazil. It appears, Captain Quick says, to be in a very poor state of cultivation, which he attributes to the slothfulness of its inhabitants, who seem to do little more than sleep. A female was never known to have set foot on this devoted spot.

Captain Quick speaks in the highest terms of the officers of the Anaconda, for their kind attention and politeness; but the crew, which (excepting 32 marines and boys) were English, behaved with savage barbarity, and, could they have had their will, would have given no quarter! This appears to be a general trait in the character of all those *traitors* to their country. By all accounts, this action was one of the most gallant which has been fought since the commencement of the American war; for had Captain Quick continued it only ten minutes longer, his vessel must have sunk under him. Captain Shaler and his officers expressed their astonishment at the firmness displayed by their brave opponent. Upwards of 200 shot struck the hull of the Express; five of which (12-pounders) lodged in the opposite side, and two of them went between wind and

* The geographical site of Fernando Noronha, according to Horsburgh's mean of 7 observations (Directions, part i, page 27) is 3° 55′ 15″ S. 32° 25′ 20″ W. Heather places it in 32° 45′ W. and Arrowsmith, with his accustomed superior accuracy, in 32° 26′ W. (HYDROGRAPHER.)

water. It is truly wonderful how a vessel so very inferior in every point of view could stand so long; for she had only 12 guns, chiefly short six-pounders, with a complement (including officers and boys) of no more than 27 men. What cannot British seamen accomplish, if led by a spirited commander! After the most indefatigable exertions for 34 days, subsequent to the action, the Express arrived in safety at Falmouth, on the 19th instant. Happily she encountered no severe gales of wind; for had this been the case, they must have proved inevitably fatal.

CAPTAIN WILLOUGHBY.

By a letter received in May, 1813, from a prisoner at Verdun, in France, it is stated that Captain Willoughby, R.N. (styled a colonel in the Russian service) lately passed through that place, in his way to the Chateau de Bouillon, where he is to be kept in close confinement. The guard over Captain Willoughby was so strict, that no opportunity occurred of asking him the cause of such unusual severity.

THE JAVA AND CONSTITUTION.

Extract of a Letter from a Lieutenant of the Java.

"*Mercury Cartel, St. Salvador,*
"MY DEAR FRIEND, *January* 26, 1813,

"I have a most unpleasant commission for you, or rather, it would be better for B. to break it to his father, which is, the death of poor young Keele; he was badly wounded in the action, and was obliged to have his leg amputated, and in consequence died the next day; he was a fine courageous little fellow. The elder Keele also, poor fellow! was very severely wounded in the arm, but is now quite out of danger, and the limb safe. The youngest continued to shew the same undaunted spirit to the last; when the action was over, he inquired if the ship had struck, and seeing a ship's colour spread over him, he grew uneasy, until he was assured it was an English flag. The wound the elder received, must have proceeded from a shot passing between his arm and side: he was particularly noticed by his superior officers, for his great coolness and bravery whilst in action, when he met with the above accident. Both these youths are sons of a Mr. Keele, of Southampton; the younger 16, the other 18, years of age. It is particularly to be remarked, that in no action this war has so great a slaughter happened to that particular class of officers, the midshipmen, as occurred in this, there being no less than five killed, and four wounded. From the manner in which this action was fought, and the unequalled injury the Java sustained beyond the Constitution, it appears evident that the American had advantages which do not belong to our frigates. It must strike every impartial observer, in noticing how rapidly the Java's masts were carried away, one after the other; but it remains no longer a mystery, when it is known the Constitution's masts are equal to our seventy-four's—and it was noticed by the officers of the Java, after the action, that the Java's shot had passed through two of them; but so little did the Americans regard it, that when at St. Salvador, after the action,

they did not attempt to fish the masts for security, before going to sea. Most of the crew of the Constitution were known to be English, and many of them our prime sailors; some had belonged to the Iphigenia, others to the Guerriere; and, I am sorry to say, three of the Java's entered when prisoners. The surgeon of the Constitution was an Irishman, and lately an assistant-surgeon in our navy."

REGISTRY OF PRIZE SHIPS.

A Return of the Number of Prize Ships and Vessels, with the Amount of their Tonnage, which have been admitted to Registry, in Great Britain and Ireland, and in his Majesty's Colonies, Settlements, and Plantations; from 1 January, 1793, to the latest Period to which the same can be made up.

	PRIZES had been admitted to REGISTRY.	TONNAGE.
On the 30th September 1792	609	93,994
—— —— 1793	661	97,969
—— —— 1794	917	122,222
—— —— 1795	1,059	142,363
—— —— 1796	1,208	164,032
—— —— 1797	1,315	182,056
—— —— 1798	1,669	223,536
—— —— 1799	2,046	269,401
—— —— 1800	2,256	298,573
—— —— 1801	2,779	369,563
—— —— 1802	2,827	358,577
—— —— 1803	2,286	307,370
—— —— 1804	2,533	337,443
—— —— 1805	2,520	339,763
—— —— 1806	2,564	342,248
—— —— 1807	2,764	377,519
—— —— 1808	3,222	418,758
—— —— 1809	3,547	493,327
—— —— 1810	3,903	534,346
—— —— 1811	4,023	536,240
—— —— 1812	3,399	513,044

Note.—The above account shews the number of prize vessels which had been admitted to registry, that were in existence and actually belonging to the British Empire, on the 30th September in each year; to which date these accounts are annually made up.

T. E. WILLOUGHBY.
Regr Genl.

Custom-House, London,
Office of the Register-General of Shipping,
May 11, 1813.

ASTONISHING SPEED.

The Arethusa frigate, lately arrived from Vera-Cruz, ran a distance of two thousand four hundred forty-nine miles in nine days! It would be a fit subject of investigation, in what degree this remarkable velocity is

attributable to physical or to mechanical causes. This ship imported seven hundred and seventy-two thousand dollars in specie.

WOODEN WALLS.

By a survey lately made, of Marr-Lodge Forest, by order of the Navy-Board, it appears that there is an extent of twenty square miles of timber, fit to use as top-masts for ships of the line, and for masts and bowsprits for cutters and schooners. There are thousands of trees fit for building ships of great magnitude; and it is estimated that there is in Marr-Lodge Forest a supply of masts for the whole navy of Great Britain *for sixty years to come*, allowing the expenditure to be 1000 spars per annum; and they are all self planted, so that there will be a constant succession. The forest is situated on the banks of the River Dee, 60 miles from Aberdeen, and is the property of the Earl of Fife.

CORRESPONDENCE.

MR. EDITOR, *Liverpool, 13th May*, 1813.

IN the National Intelligencer of the 19th December last, I find some important matter on naval affairs, as communicated by the secretary of the American navy; and as every thing from that quarter on this subject is important at the present moment, I have thought the NAVAL CHRONICLE the best medium of presenting it to the consideration of such professional men as otherwise might not see it.

I remain, respectfully, Sir, your obedient servant,

W. H.

NAVAL AFFAIRS.

The Committee appointed on that part of the President's Message which relates to the Naval Establishment,

REPORT IN PART:

That in performance of the duty assigned them, the committee could not fail to advert to the report made at the last session of Congress on this subject. Having adverted to it, they could not fail, from the justness of its reasoning, to rely on it, and pray that it may be taken as part of their report. The little experience as yet afforded us in naval warfare, corroborates the principles there contended for, and in this view they think themselves supported by that passage in the president's message, which says: "Our trade, with little exception, has reached our ports; having been much favoured in it by the course pursued by a squadron of our frigates, under the command of Commodore Rodgers."

They therefore concurred in the opinion, that it is proper to increase the naval establishment. For information as to the mode of increase, they applied to the navy department, and obtained the documents which they submit to the House. The comparative effect of vessels of different rates,

must be considered as demonstrated by these documents. Yet were your committee apprized, that in the complicated system of naval warfare, no one principle could be relied on as applicable to all times and all occasions, but that a patient comparison of many principles was necessary to a just conclusion. They were apprized that facility of movement should be combined with efficiency of force. Nor were they regardless of the benefit of occasional division. Inasmuch, however, as great gain will sometimes follow from the power to operate on many points at once, yet at others it may be all important to give unity to your force. To obtain the three things desired, it is essential your naval establishment comprise ships of different rates. It is evident, too, from the documents, that you economise in men and money, by providing some of the larger ships. This conclusion, so well fortified by reason, is found in unison with the practice of all nations who have had the fiscal and other means of procuring a navy. Indeed it would seem almost the spontaneous effect of instinct, without the aid of reason, to oppose like with like. To yield the advantage of the sabre, the bayonet, or fire arms, to your enemy, would by all men be deemed miserable policy. Can reason change with the element? Let us then have for defence, 76, 38, and 16-gun ships: because we are opposed to an enemy possessing all these means of attack, and because they combine all advantages in naval warfare. It is not the intention of your committee to put aside the gun-boats; but they believe that considering the opportunity afforded them for action, that an ample portion of that species of force has been provided. Your committee cannot conclude their report, without bringing to the view of the House the fact, that the naval superiority of Great Britain, which secures her integrity, and supports her dignity, is maintained at a cost much below the military establishments of the continent. And it is with something like exultation, as republicans, that they present a species of national force that, whilst it will best subserve the national defence, can operate least on the national liberty. It is a bright attribute in the history of the tar, that he has never destroyed the rights of the nation. In its defence only is he to be found. Thus, aided by economy, and fortified by republican principle, your committee think they ought strongly to recommend, that the fostering care of the nation be extended to the naval establishment. It is far, very far, from your committee, to extend their views of a navy to the mad and wicked prospect of foreign conquest, or a silly contest to be mistress of the ocean. Their view is limited to their own defence, and to enforce respect to their just rights. To the objection that it is the nature of man to run into extremes, they answer, that it is the end, not the beginning, we should guard against. It is surely yielding much of the argument to surrender all of the subject that is good, and require submission to evil that good may come thereof. Rather separate the wheat from the chaff, show the good and the bad. Let it be impressed on every citizen, that to use force to protect and maintain the rights and liberties of his country was his first duty; whilst it is the greatest of crimes to attack with force the rights of others.

It can require no subtlety to enforce the distinction between defence and

offence. Neither can it require argument to prove, that the first ought not to be abandoned as being more than life's worth, though the other may be deprecated as the consummation of wickedness. Limited to the view of defence and protection, the committee directed their chairman to ask leave of the House to report a bill to increase the navy of the U. S.

DOCUMENTS.

SIR, *Navy Department, 13th November, 1812.*

I have the honour of transmitting herewith, for the information of the committee of the House of Representatives, of which you are the chairman, certain papers marked A. B. C. and D.

From the paper A. it appears that a 76-gun ship, mounting 86 guns, discharges in one round 3176 lbs. of cannon ball; that a 44-gun frigate, mounting 54 guns, discharges in one round 1488 lbs. of cannon ball; that a 76 discharges at one broadside 1588 lbs. and that a 44-gun frigate discharges at one broadside 744 lbs, of ball. The question then arises, what is the intrinsic relative force of a 76 and a 44?

Suppose two 44-gun frigates should be brought into combat with a 76, one on the larboard, the other on the starboard quarter; each frigate presenting a broadside of 744 lbs. of ball, will have to contend against a battery of 1588 lbs. As 744 lbs. is to 1588 lbs. so would be the relative metal of a 76 and two large 44-gun frigates; difference against the frigates 844 lbs. weight of metal. It is obvious, then, that two 44-gun frigates could not contend with a 76, with the least probability of success.

Suppose a third frigate, attacking alternately on the starboard and larboard quarter, should join in the combat, while two of the frigates should be operating on one quarter, with a difference in weight of metal against them of 100 lbs. the third frigate would be contending on the other, with a difference against her of 844 lbs.

It might be observed, that the frigates would all attack on one quarter, and then with 2232 lbs. of metal, they would have to contend with only 1588 lbs. having a difference in their favour of 644 lbs. In reply, it may be observed, that three frigates could not take such a position, on any one quarter, as would enable them to bring all their broadsides to bear at once upon an object moving through the water with as much celerity as themselves: moreover, a frigate would always avoid the broadside of a 76—for one well-directed broadside from a 76 at close shot, would inevitably blow her out of the water. Witness the Randolph with the Yarmouth. Frigates would attack in various directions, change their position frequently, and avoid the tremendous battery of a 76 as much as possible.

Besides, a 74 is built of heavier timber, is intrinsically much stronger than a frigate, in all her works, and can sustain battering much longer, and with less injury.—A shot which would sink a frigate, might be received by a 76 with but little injury; it might pass between wind and water through a frigate, when it would stick in the frame of a 76.

All things considered, it must be admitted, that one 76-gun ship, mount-

ing 36, is *equal* in combat to three frigates, mounting 162 guns. Admitting this equality, other questions present themselves for consideration : and

1st. What is the relative expense of building and equipping these vessels ?

2d. What is the relative numbers of their crews ? *dollars.*

3d. What is their relative annual expense in actual service ?

To ascertain the expense of building and equipping a frigate, we will take the actual cost of one of our largest, *viz.* the President, which was 220,910 *dol.*; a frigate would then cost 220,910

The cost of a 76 cannot be so easily ascertained ; however, from the papers B and C, we may, I think, estimate the expense of building and equipping a 76 at not exceeding 333,000

The construction then of a force in frigates equal in combat to a 76-gun ship would cost 662,730

Making in this view a difference in favour of the 76 of 329,730

As then 333,000 *dol.* is to 662,730 *dol.*, so would be the relative expense of building and equipping a 76, and a force in frigates equal to a 76, making a difference in favour of the 76 of 329,730

By the paper A, it appears that a 76 requires to man her 650 men, and that a 44 requires 420. To man three 44-gun frigates, or a force in frigates equal to a 76, would then require 1260 men ; and in this respect we find a difference in favour of the 76 of 610 men ; that is 650 men on board of a 76 can direct as much force as 1260 can on board of three frigates.

As to the relative expense, we have heretofore estimated the annual cost of a frigate of 44 guns, at 110,000 *dol.*; and from the best information we can obtain upon the subject, the annual expense of a 76 will not exceed 202,110

The annual expense then of three frigates, or a force in frigates equal to a 76 would be 330,000 *dol.* ; while a 76 would not cost exceeding 202,110 making in this respect, a difference in favour of the 76 of 127,890 annually.

In examining the relative strength of frigates and ships of war, and of ships of war and gun-boats, we shall find similar results in favour of the larger class of vessels.

Hence, if the only object in view was to employ the greatest intrinsic naval force, at the least expense, I should think there would be no difficulty in deciding that we ought to have none but ships of the greatest magnitude. But in providing a naval armament there are other considerations of the highest importance. We should inquire, what kind of force will, most probably, be brought against us; with what description of force can we meet the enemy, with the greatest probability of success, and afford the most effectual protection to our commerce; and upon these highly interesting points, I will take the liberty of submitting a very valuable communication (D) received from Charles Stewart, Esq. a captain in the navy of the United States—an officer of great observation, distinguished talents, and very extensive professional experience—observing,

that I believe all the most enlightened officers in our service concur in the opinions he has expressed.

I have the honour to be, with great respect, Sir, your most obedient servant,

PAUL HAMILTON.

Honourable Burwell Bassett, Chairman of the Naval Committee of the House of Representatives.

B.

Estimate of the Expense of building and equipping a 74-gun Ship, of 1620 tons, prepared some years since by Joshua Humphreys, Esq. of Philadelphia, a Shipwright of great respectability and professional talents.

Live oak timber	40,000	Blockmaker's do.	3,240
White oak and pine ditto	30,000	Boatbuilder's do.	1,620
Labour	85,100	Plumber's do.	2,430
Cables, rigging, &c.	32,400	Ship chandlery	9,720
Smith's work	30,400	Turner's bill	1,215
Anchors, marling	8,700	Copper bolts	10,960
Sailmaker's bills, two suits, including canvas	16,200	Sheathing copper, nails, &c.	17,440
Joiner's bill, including stuff	7,800	Woollens for sheathing	1,215
Carver's bill	1,620		311,100
Tanner's ditto	700	Contingencies	31,600
Rigger's do.	2,240		342,700
Painter's do.	3,243		
Cooper's do.	4,860		

Notes by an experienced Gentleman.

"*Labour.*"—This item was calculated at a time when ship carpenter's wages were *dol.* 2 ,50 per day; they can now be obtained at 2 *dol.*

"*Cables and Rigging.*"—When the above estimate was made, the price was 16 *dol.*; they can now be obtained at 15 *dol.*

"*Carver's bill.*"—Expensive carving on the head and stern is abolished; 1000 may be deducted from this item.

"*Rigger's bill.*"—We employ seamen at 12 *dol.* per month; this item may be considerably reduced.

"*Painter's bill.*"—The present practice of painting our ships of war differs so much from that first adopted, both in point of labour and colours, that one-third of this item may be safely deducted.

"*Woollen for sheathing.*"—Now exploded; experience having established the fact, that it occasions an absorption and retention of salt water, which corrodes the copper inside, &c. nor could the copper be laid on so smooth as without it.

"*Contingencies.*"—At the time the above estimate was made, we had no yards, of course wharfage or rent of yard was then included, and we do not now, as then, give such quantities of rum to labourers; this item may be reduced one half.

C.

Estimate of the Expense of building and equipping a 76-gun Ship, formed from the actual Expense of building and equipping the frigate President.

The President, of 1444 tons, cost 220,910

	dollars.
say per ton 153 *dol.*, a 76 would ton 1620	
1620 tons, at 153 *dol.*	247,860
Add for additional guns and gun carriages	18,599
Additional cubic feet of timber in the frame, about 4,000 feet, at 1 ,25	5,000
For additional weight of rigging, anchors, and other materials, add 10 per cent on the cost of the tonnage, 247,860 *dol.*, at 10 per cent	24,786
	296,245
Say	300,000

D.

SIR, *United States Frigate Constellation, Nov.* 12, 1812.

I have received your letter of the 11th inst. in which you state "the desire of the Naval Committee to possess the most comprehensive information upon naval subjects, particularly the description of marine force best adapted to our defence, and the relative efficiency of vessels of different rates." In compliance therewith, I have the honour to answer the questions you propound as follows:—

Question 1. What, in your opinion, is the relative efficiency of ships of the line, say 74's and large frigates?

Answer. The relative efficiency or force of a 74-gun ship, and large frigates is as one to three.

COMPARATIVE FORCE.

Frigate of 50 *guns.*

Gun-deck	30	24-pounders.
Quarter-deck	14	32 lb. carronades.
Forecastle	6	32 do. do.
Guns	50	1360 lbs. shot each round.
Men	430	
	480	guns and men.

Ship of the Line, 74 *guns.*

Lower gun-deck	28	42-pounders.	
Upper do. do.	30	24 do.	
Quarter-deck	16	42 do.	carronades.
Forecastle	8	42 do.	do.
Do.	2	24 do.	do.
Poop	4	68 do.	do.
Guns	88	3224 lbs. each round.	
Men	650		
	738	guns and men.	

Argument. By the above comparison it appears, that a 74-gun ship discharges at one round 3224 lbs. of shot, and a frigate of the first class

1360 lbs.; it therefore clearly proves the position or relative force, in point of metal, to be 1 to 3, or thereabouts. When this circumstance is considered jointly with the following, it must appear to others, as it does to me, that as you increase the class of the ship, you increase the force in the proportion of one to three, and diminish proportionally the expense of building, equipping, and supporting them in commission, which may easily be established by estimates from the department, and the experience of all [illegible] nations,

[illegible]s of the line are much stronger in scantling, thicker in the sides and [illegible]om, less penetrable to the shot, and consequently less liable to be torn or battered to pieces, or sunk; the additional room being more than in proportion to the additional number of men, leaves greater space for water and provisions, and admits of her wings being kept clear, that shot penetrating below the water, the holes can readily be plugged up from the inside, and her sinking thereby prevented; hence we have seen ships of the line capable of battering one another for several hours, and if not too much crippled in the spars and rigging, enabled to renew an action on following days. I am aware that some are of opinion, that a more divided force is better calculated for action, from the advantageous position that would be given to a part; suppose three frigates of 50 guns were to undertake to batter a 74-gun ship and that two of them were to occupy the quarter and stern of the 74 (this is placing them in the most favourable position), the other frigate engaged abreast, every thing would then depend on the time the frigate abreast could maintain that position to enable the other two to act with effect on the stern and quarter. But it must appear evident to all acquainted with the two classes of ships, that the frigate abreast could not withstand the fire of so heavy and compact a battery many minutes; and in all probability would be dismasted or sunk the first or second broadside. This would decide the fate of the other two. Much might be said upon the superiority of ships of the line over frigates in the attack of batteries, or their defence; on the security of valuable convoys of merchant ships, or troops sent on an expedition; but their advantages in these respects must be apparent to all, however unacquainted with nautical affairs.

Question 2. What, in your opinion, is the relative efficiency of force of large frigates and sloops of war?

Answer. The relative efficiency of large frigates and sloops of war is at least one to two.

COMPARATIVE FORCE.

Sloop of War.

Gun-deck	16	12-pounders.
Quarter-deck	8	24 do. carronades.
Forecastle	4	24 do. do.
Guns	28	480 lbs. shot.
Men	180	

208 guns and men.

Frigate.

Gun-deck	30	24-pounders.
Quarter-deck	14	32 do. carronades.
Forecastle	6	32 do. do.
Guns	50	1360 lbs. shot.
Men	430	

480 guns and men.

Question 3. What description of naval force do you think best adapted to the defence of our coast and commerce.

Answer. Ships of the line are best calculated for the defence of our coast, and for the protection of our inward and outward commerce, when engaged in war with a foreign maritime power.

Argument. It cannot be supposed, in a war with a foreign maritime power, that that power will only send to our coasts frigates and smaller cruizers, because we possess no other description of vessels. Their first object will be to restrain, by ships of the line, our frigates and other cruizers from departing and preying upon their commerce; their next object will be to send their smaller cruizers in pursuit of our commerce, and by having their ships of the line parading on our coast, threatening our more exposed sea-port towns, and preventing the departure of our small cruizers, they will be capturing what commerce may have escaped theirs, and recapturing what prizes may have fallen into our hands. Thirdly, they can at any time withdraw their ships of the line, should a more important object require it, without hazarding much on their part; and return in sufficient time to shut out our cruizers that may have departed during their absence. Fourthly, they can at all times consult their convenience in point of time and numbers; and will incur no expense and risk of transports, for provisions and water; but can go and procure their supplies at pleasure, and return to their station ere their absence is known to us.

Question 4. What description of force do you think best calculated to prosecute the present war, and any future war in which we may be engaged?

Answer. For the prosecution of the present war with the most effect, a mixed naval force of the following description, is, in my opinion, the best calculated:—

Ships of the Line, to rate, in honour of the year of our Independence, Seventy Sixers, to mount as follows:

28 42-pounders on the lower gun-deck.
30 24 on the upper do.
24 42 lb. carronades on quarter-deck and forecastle.
2 24-pounders on forecastle.
4 68-pound carronades on poop.

88 guns.

Frigates to rate 40 *guns, to mount as follows:*

30 24-pounders on gun-deck.
20 32 lb. carronades on quarter-deck and forecastle.

50 guns.

Frigates to rate 32 *guns, to mount as follows:*

26 18-pounders on gun-deck.
16 24 lb. carronades on quarter-deck and forecastle.

42 guns.

Corvette Ships to rate 16 *guns, to mount as follows:*

18 32-pound carronades.
2 12-pounders.

20 guns.

Argument. By having a proportion of these classes of ships of war, the inner squadron, or *guarda costa*, may be composed of the ships of the line, and a few of the 32-gun ships, for repeaters and *look-out ships*. Hence it would produce one of two results, either that the enemy would be obliged to abandon our coast, or bring on it a much greater force, at least double our number, out of which they will be obliged to keep on our coast a superiority, at all the hazards of the sea; and, at great additional expense and risk of transports, to provision and water them. But should they, from other circumstances, be unable to keep up this superiority on our coast, the door will be kept open for the ingress and egress of our cruizers, and their prizes, while our other classes of ships may be sent in pursuit of their smaller cruizers and commerce. These observations will apply to all future wars in which we may be engaged with the maritime powers; but as we might more frequently be engaged with the Barbary powers, the frigates and 16-gun ships, would be better adapted to that species of warfare. They have no ships of the line. The ships of the line could then be laid up in ordinary, dismantled and preserved at a small expense.

Question 5. Would not the erection of docks for the repairs of our vessels, produce a great saving in expense, labour, and risk; and would not docks greatly expedite the refitting of our ships?

Answer. A dry dock, agreeable to a plan I furnished the department some time since, to be freed from water by pumps or drains, will be indispensable for the repair of ships of war, and will be the least expensive way of repairing the bottoms of our ships, and will expedite the outfits in point of time one to ten.

Argument. A ship of war wanting repairs done to her bottom or coppering, must be turned down one side at a time to undergo that repair; therefore, to prepare a ship for that process, requires that her upper masts should be taken down, and all her guns, stores, water casks, ballast, ammunition, &c. should be taken out; which leads to *great loss, waste*, and

labour; and the *time occupied in the process* will be from *two to three weeks,* and as *much more time will be required to re-rig, re-equip, and replace* her guns, stores, and other materials. The preparation to dock a ship of war can be done in *twelve hours.* All that is necessary to be done, is to take out the guns, and pump the water out of the water-casks, and when *in dock* the repairs of her bottom can progress *on both sides* at the same time. Should a ship of war require a thorough repair throughout, it can never be effectually done but in a dock; for instance, in repairing ships of war in the water, they are liable to have the fine form of their bottom spoiled, by hogging, spreading, or warping, which will materially affect *their sailing.* Ships wanting thorough repairs require all the plank stript off *inside* and *outside,* their *beams, knees,* and *clamps taken out;* these are all they have to bind their frames together, and thereby preserve their shape; but when stripped of them to make room for the new, they are *liable to hogg,* from the greatest weight and body of timber being in the *fore and after end,* at which places there is no pressure *upwards* caused by the water, as those ends are sharp; the two extremes of the ship are liable to sink in the water, while the body, or middle of the ship, rises with the *upward pressure of the water.* The next consideration in repairing the bottoms in the water, though not of such vital importance, is not unworthy of serious attention; the bolting in the bottom ought to be driven from the *outside;* but when repaired afloat, they are under the necessity of driving them from the inside; hence the bottom will not be so strong, nor so well secured.

The time for answering the several questions propounded to me in your letter of the 11th instant, being very short, and a great deal being required by my other avocations, will, I trust, be a sufficient apology for my not going more largely and minutely into the subject, as also for any inaccuracies which I may have committed. I will, therefore, close this communication with an expression of my hopes, that, whatever may be proposed by the naval committee to Congress on this subject, they will strongly recommend to their consideration the necessity of having what they propose for the increase of the navy, of the best seasoned materials, which will be by far the cheapest, and be longer in a state for active service. I trust their past experience will prove to their satisfaction this position, that the best materials are always the cheapest, and that a slow increase is better than a hasty and temporary one.

I have the honour to be, very respectfully, Sir,

Your obedient servant,

Hon. Paul Hamilton. CHAS. STEWART.

We agree with Captain Stewart in the within statement, in all its parts.

ISAAC HULL.
C. MORRIS.

Ships of the United States' Navy, 1798, 1799.

		Commissioned and put in service.			Commissioned and put in service.
United States	44	1798	Baltimore	20	1799
Constitution	44	1798	Delaware	20	1798
Constellation	44	1798	Maryland	20	1799
Congress, early	36	1799	Patapsco	20	
President	44	1799	Herald	18	1798
Chesapeake	44	1799	Trumbull	20	
Philadelphia	44	1799	Warren	20	1798
New-York	36	1799	Montezuma	20	
Essex	32	1799	Norfolk	18	
John Adams	32	1799	Richmond	18	
Adams	32	1799	Augusta	18	
Geo. Washington	32	1798	Pickering	14	
Boston	32	1798	Experiment	14	
General Greene	32	1798	Enterprize	14	
Insurgent	36	1799	And a number of smaller vessels		1799
Ganges	32	1798			
Portsmouth	24				
Merrimack	24	1798			
Connecticut	24				
			In service in 1798, 1799,	20 30	besides smaller vessels.

Statement, shewing the Proportions of Able Seamen, Ordinary Seamen, and Boys, required for a Ship of the Line, say a 76, and a 44-gun Frigate.

	Able Seamen.	*O. Seamen and Boys.*
A 76 requires	280	233
44	140	172

NOTE. 280 able seamen is considered by practical men as too great a proportion for a first rate 76. The whole number of able and ordinary seamen and boys is 513; and practical men say that they may be classed thus: able seamen 220, ordinary seamen, &c. 293. It is observed by those acquainted with ships of the line, that to manage their *sails* does not require more able seamen than are required to manage the *sails* of a large frigate.

A force in frigates equal to a 76 would then require 420 *able* seamen, a 76 would require 220, making a difference in this respect of 200 *able* seamen in favour of the 76.

In 1798 and 1799, no difficulty was experienced in procuring able seamen; we could frequently in one week man a frigate. One among other considerations, which induced able seamen to enter then with so much alacrity, was, because the enemy we were then contending with had not afloat (with very few exceptions) vessels superior in rate to frigates. The enemy we are fighting have *ships of the line*; and our sailors know the great difference between that class of vessels and frigates, and cannot but feel a degree of reluctance at entering the service, from the evident disparity. Build ships of the line, and you will man them with more ease than you now can a sloop of war.

In 1798, 9, and 1800, we had near 4000 *able seamen* in the navy, a number sufficient to man *eighteen* ships of the line.

Ordinary seamen can always be procured in abundance.

MR. EDITOR,

THE success of the Americans, over our navy, that has for so many years triumphed in every part of the world, is doubtless a subject of great regret to every Englishman, but more particularly so to us naval officers, who feel it so poignantly, that we are stung to the very soul. All reflecting minds will naturally ask how this comes to pass—the cause and remedy. I can tell you both, and I sincerely hope that these hints may be useful to my country.

The first and *grand* cause is, that the American seamen have been more exercised in firing at a *mark* than ours—their government having given their commanders leave to exercise whenever they think proper, and to fire away as much ammunition as they please. By the rules of our navy, we are not allowed a sufficient quantity of powder in one year to exercise the people one month (notwithstanding we try, by every means in our power, to add to this allowance), consequently they cannot do the execution with their guns that the Americans do: although they can load the guns and fire them as quick, when well manned; every action we have had with them has clearly demonstrated this beyond the possibility of a doubt, as they have not only dismasted us, but have killed and wounded three to one, and in some instances, more than ten to one.

The second cause is, that the American men of war are much better *manned* than ours, they having but few (and at present but little commerce), are enabled to man them *entirely* with able-bodied seamen, while we have by far the greater part ordinary, landsmen, and boys, besides those in the marines. Much has been said about their superior weight of metal, and size of the vessels, but in my opinion more than is necessary; although it certainly assists; but every naval officer must know, that in action one *good active seaman* is at least equal to three landsmen, or such poor creatures as are to be found in every one of our men of war. This is the plain honest truth, I have given you the causes, and pointed out the remedy.

Most of our ships have been obliged to surrender, in consequence of their having been dismasted, and not being able to avoid being *raked*. I will also offer a remedy for this, particularly in the smaller vessels, such as brigs, sloops, and frigates. If it is smooth water, each of them should be provided with eight sweeps at least, more than twice the length of those they are furnished with: four of these might be worked abaft, two forward, and two from the bow ports.

Sincerely hoping that our men of war may profit by these suggestions, I remain, &c.

WILLIAM HENRY TREMLETT,
Captain R. N.

Bath, May 21, 1813.

MR. EDITOR,

BEING a constant reader of your useful publication, I have lately had, I am sorry to say, too frequent opportunity of witnessing your patriotic feelings humiliated by the several captures made from us by the Americans; on which I beg leave to make a few remarks for your consideration, and for the information of those among your readers who may not minutely understand the internal organization and management of a ship of war.

In the first place, I shall commence with stating, that in every action that has yet been fought, the Americans have been greatly superior, both in guns and men. Fortune has invariably favoured the Americans, in having their *largest class* frigates opposed to ours. They are called frigates, but are in every sense two-deckers. The Constitution, United-States, President (and I believe Chesapeak), each of them mounting 56 guns, and 480 men, were all of them built on the scantlings of 74-gun ships, and were intended to be such, when their keels were laid down. They were built equal in strength to any of our line-of-battle ships; their sides are thicker, their masts taunter, yards squarer, and breadth of beam greater, than our 74-gun ships. They are manned with the best of seamen, and in numbers equal to one of our sixty-four's. It has been pretty well ascertained, that nearly one-fourth part of their crews are deserters from our navy; men of a discontented mind, and who, in our service, were ever ripe for mutiny, and every species of villany, and who being well aware of receiving their deserts in case of being taken by us, cause them not only to fight desperately themselves, but also set an example to their shipmates, who were never in action before to do the same.

By the great breadth of beam, and strength of build, the Americans are enabled to carry guns on their gangways, which gives them a regular tier over their main-deck guns, or, as I shall call them, *lower deckers*, and the very great additional advantage of which is obvious to every nautical man, for the broad gangways completely shelter the working of the main-deck guns from the fall of any spars or blocks, &c. that might be shot away during an action, and would also, from the fall of a lower mast, so shelter them, as not to prevent the working or fighting of their main-deck guns. It was most unfortunately quite the contrary in the action between the Java and Constitution, for, by the falling of the Java's main-mast, it completely disabled her by the wreck thereof, rendering her main-deck guns unmanageable and perfectly useless, and which was owing to her gangways not being sufficiently wide to cover the working of the guns, and that very circumstance, in a great measure, occasioned her to surrender, after long, gloriously, and honourably, sustaining so unequal a contest.

The next thing to be considered, is the difference in weight of metal; as, not one of our frigates yet engaged, has carried heavier than 18-pounders, whereas, those of America, invariably 24-pounders; and when you consider the additional six pounds weight of round, grape, and canister shot, from each main-deck gun, and *some* of *the upper* at every round or broadside, pouring so much the more destruction among our brave tars, you will cease to wonder that the slaughter should be so much greater on

our side than the Americans! Added to which, you must also allow for their sides being so very thick, and their men better sheltered; also their being so much larger than our ships, and with such great breadth of beam, they have less motion in a sea, or swell, and of course can with more accuracy point their guns. Every one knows that a tall man in a boxing match has very great advantages over a short man—so also have the American frigates over ours, by their batteries being some feet higher out of the water than our frigates.

I next come to a very great advantage that the Americans have over us, and which I hope, through the medium of your CHRONICLE, may serve as a hint to our *man at the helm* to remedy; if not, a Noble Peer (Darnley*), who is about making some inquiries into the cause of our recent naval calamities, may jog his memory. I allude to riflemen in the tops, by whose deadly aim so many valuable lives have been taken away from the service of their king and country, in the midst of their glorious career. Did not the memorable battle of Trafalgar point out to our rulers, by the fall of Nelson, the necessary propriety of having riflemen *in our* tops, to oppose to the French *in theirs?* and lately the Americans in theirs?—Why not make the marines a rifle corps? or at any rate a part of them, that every ship of war, according to her rate, should have a certain proportion of them in their tops, and elsewhere, during action, by which means we should then be able to pick off a few of the opposing officers and best men, as the Americans did ours in the late battles; and which would in this respect place us on an equal footing with all our enemies. Perhaps some may say that marines cannot go aloft? the answer to which is, "practice makes perfect." Give the marine rifleman a small extra pay, and tell him, that his going aloft is a manner in which "*Old England* expects him to do his duty," and there will be no doubt of his cheerful compliance.

Having said so much concerning the heavy American frigates, I will proceed, and endeavour to explain the reason of their working their guns, and handling their ships, superior to any other nation, and not inferior to our seamen. In general, most of the men who have deserted from our service to theirs are *prime seamen*, with whom, and almost all *real seamen*, are the American ships manned. In fact, such is necessarily the consequence of any commercial nation after a long peace. Look at our ships, how they are manned at the breaking out of a war, and compare them with the generality of ships now commissioned, and the difference will be most

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* On 14th May, pursuant to notice, the Earl of Darnley brought forward in the House of Peers this motion:—"That a select committee be appointed to inquire into the circumstances of the war with the United-States, and more particularly into the state, conduct, and management of our naval affairs, as connected therewith." When, upon a division, there appeared, contents, 59: non-contents, 125: majority against the motion, 66. This letter was prepared for publication previous to that proceeding; but its length disabled us from inserting it until the present period. It will, however, have its effect on the discussion about to take place in the House of Commons, in consequence of Mr. Littleton's motion relating to the same subject.

striking: it cannot be otherwise, on account of the vast number of ships at this time in commission, which are now manned by a very small proportion of able seamen, and the remainder filled up with good, bad, and indifferent, *viz.* ordinary seamen, landsmen, *foreigners*, the sweepings of *Newgate*, from the *hulks*, and almost all the prisons in the country; with such a motley crew, you will, I think, agree with me, that it must take some considerable time before such a ship's company can be well regulated and brought to good discipline, and much longer to make them good sailors or trusty men.

I shall finish my remarks in condoling with you in our more recent misfortune, in the loss of the Peacock brig, of 18 guns—*eighteen 32-pounder carronades*: what the Hornet carries I am not informed, but most likely *heavy long guns*, and *certainly* nearly double the number of men (*able seamen*). She also being a *ship*, was of course much loftier, and which gave her, as I have before observed, a considerable advantage; but this, at least, I can take on myself to say, that having been intimately acquainted with Captain Peake, and who I knew to be a brave and excellent officer, and able seaman (and whose loss to his country, and friends, must ever be a subject of the deepest regret), that no exertion of his abilities, or determined bravery, was wanting to insure that success which such gallant conduct deserved, I am convinced of; but which the fortune of war snatched from him, and left him to perish, whilst fighting in defence of his country's glory.

The Hornet is the same ship which challenged the Bonne-Citoyenne, the latter *originally rated* a sloop of war; but now one of Mr. Yorke's *frigates*; that gentleman (*when at the helm*) having had the credit of a measure tending to humiliate the rank of naval officers to a greater degree than the country are perhaps aware of, by taking away the command of the large *ship* sloops of war, from old distinguished commanders, without titles or interest (excepting merit and long services), and giving them to *young post* captains, of titled rank and great interest. There were a *few* exceptions, where old officers were made post, and retained their sloops, then called *twenty-gun* ships. For never did a post captain, before that period, command a ship with less than 200 men, and by taking the command of the large sloops, they had only 140. What must the army think of such a command, where a lieutenant-colonel, in many instances, commands a regiment of 1,000 or 1,200 men, and who is not superior in rank to a young post captain. This is not the greatest evil of Mr. Yorke's innovation. Suppose the Hornet, or any of the American sloops of war, should unfortunately capture one of Mr. Yorke's frigates, as he has rated them; would not the American government blaze it forth to the world, "that one of their *sloops had* captured a British frigate?" Most certainly they would; and with some degree of propriety. I should be extremely sorry, that such an event should take place; but it is possible, as the American sloops are much superior vessels in size (tonnage), guns, and men, to any of Mr. Yorke's new creations. This being the first time (and probably the last) of my addressing any Editor, I hope you will excuse all errors, and take it for what it is meant; which is, to state *facts* as they are, and to

draw a fair comparison of strength and means, causes and effects, of our late unfortunate, but *gallant and well-fought actions*, with our new and inveterate enemies, the Americans. And if what I have written should ultimately be the cause of any national good, either by putting our ships on an equal establishment with them, or of building others on the American plan, it will more than compensate me for the trouble which I have taken to explain matters. But should you not think the above, or any extract from it, worthy of a place in your CHRONICLE, I shall have the satisfaction of having relieved my mind of a most anxious solicitude for a general good, on a most heart-breaking subject, and in which I am interestedly concerned, as a

May, 1813. NAVAL PATRIOT.

MR. EDITOR,

I DO not know what information the government may have possessed respecting the largest class of American ships of war, called by them frigates; but I remember being told, twenty years ago, by one who had been in their service, that if ever we should have war with that country, our frigates could be no match for them, as they were laid down for ships of the line. Recent events have proved the correctness of the observation. But because our navy has effected so much, it seems as if it were expected that it should perform impossibilities. Have not the Americans been preparing for this crisis in concert with France? Are not their large ships manned with chosen crews, and desperate British deserters, and armed to the uttermost with riflemen, and every means that could be devised for slaughter and annoyance? Is no retribution due to those seamen who have fallen contending against a superior force, partly composed of their unworthy countrymen? Is Britain to be deterred from administering her own laws, by acts of the American Congress? Are we to hear of nothing more than cold blockades, in a war which had in view, on the part of America, the wresting from us our inestimable rights? Let her advocates in this country read the following paragraph in the *New York Telegraph*, of 16th February:—

"Foreigners, who are not citizens, and are subjects of the king of England, are informed, that neither in public, nor in private, verbally, or by letter, will they be permitted to speak of the measures or discussions of the States' government. Approbation is not asked of them. Disapprobation will be considered as a treason, which the *people* have the means of punishing; those who are not disposed to be thus quiet, will do well to take the first cartel and depart."

Here is American freedom and venom. But it is no new thing in this country to hear those who fled from American justice; who talked of American judges becoming felons, and felons American judges, when they found themselves safe under the paternal wings of the British government; and when under its benign influence, they rose from penury to affluence; it is no new thing to see such characters disposed to realize the fable of the torpid snake. Such saw nothing in America, while in it, but repub-

lican oppression ; now they see freedom no where but in America. It is a pity they ever left that Eden of independence ; where the unfettered mind revolts at being the tool of popular clamour and insolence, called by some the *zest* of liberty. But such clamourings are not to prevent this country from re-claiming her subjects, and from visiting their infidelity, and from making her enemies feel, whoever they are, that she has the means in her own power of punishing treason. M.

MR. EDITOR, *London, 22d May,* 1813.

IN page 199 of your publication, I have read a letter, signed "Noah," on the propriety of cut-down ships (or *razés*). I admire the name he has hit on in calling them "Mules;" for to describe them properly would puzzle many, as they are neither line-of-battle ships nor frigates ; they lose all the qualities of the former, and will be most certainly superior to the largest American frigates, as their largest frigates are to our eight-and-thirty's ; they will not sail better, will labour more, and yet I do maintain they will still be two-decked ships. If we wish to preserve our naval character on its former footing, why resort to larger ships ? Build frigates of the same dimensions as the Americans, and let them have the same weight of metal, then I trust our national glory will soon put it to the proof—weight of metal seems to be the objection. therefore, why not cut them down in the same manner as the Indefatigable ? If two or three carronades more are to frighten us, why then adieu to national superiority, for I really think no credit whatever could be attached to one of those mules in taking the largest American frigates in fifteen minutes, in fine weather. I am happy to find that government are building several frigates of large dimensions, and I trust, when launched and ready for sea, they will soon convince the Americans, that the British flag is not to be insulted with impunity. I understand the Saturn, at Plymouth (now turning mulish) in opening her, was found so sound, that she could have been repaired as a 74, in less time than new fastening the Dublin, a ship not off the stocks more than eight months, and capable of longer service without further repair ; why they persevered in their plan, when they found her so good, I am at a loss to understand, unless having reported her as a ship fit for that purpose, those who suggested it, did not wish their judgment to be called in question. The plan of mules, I have been informed, originated from a captain in the navy, whose standing put him past a frigate, while he was too young for a ship of the line, when there were so many above him who wanted ships ; but why so mulish to serve his own purposes, at the expense of the country, in destroying line-of-battle ships—however, his object is gained.—No doubt, after a trial of her sailing and qualifications, he will be directed to report on her. I wish to ask a question—Will he condemn his own plan ? I say, no ! no more than a builder would one of his own models, who, after a ship has been proved to sail badly, has always this resource—she is either not ballasted, or trimmed properly. Another objection to those mules will be the impossibility of their opening their lower-deck ports, if it should blow strong, and they therefore will fall an easy

prize to one of those large American frigates; for muling them will not alter their lower-deck ports but very little, and those ships which have been selected, always carried them but badly; therefore, mark the result when brought to trial. I cannot but feel astonished at the inconsistency of this writer from the Ark; in the first part of his letter he is for making line-of-battle ships frigates, and frigates line-of-battle ships; he is for an extensive reform of poops (except flag-ships), so while he is adding to the frigate, he is taking from the ship of the line. The Americans, I find, are building several of the latter; therefore, if our poopless seventy-four's were to fall in with one of them, what is to prevent her being taken; with such a command as the poop must have over a flush deck, independent of the carronades which are carried on it? As a proof, I have been given to understand, that the Brunswick, in the first of June, met with her great loss in killed and wounded, owing to the *Vengeur* having carronades mounted on her poop, whereas the Brunswick had none; indeed, it stands to reason; the great height the poop has over a flush-deck, will cause much execution with small-arms alone, in close action. Do those ships which have no poops sail better? No.—Do they work to windward better?* No. Have they any one advantage over a ship with a poop? None. Have they any disadvantage? Most certainly. The officers occupy cabins where the men used to be stowed, and the lower-deck, consequently, which ought to be kept clear, will be lumbered with bulk-heads, chests, &c. and the ship's company will have neither room to mess or sleep; in fact, the captain is the only person who keeps his comforts, and every other officer incommoded. Again; should the enemy carry on their warfare in a tropical climate, those ships would be sickly, from being crouded, and you can hardly suppose that government would be so inconsiderate, as to reduce the complement for the convenience of stowing, when they are now adding to all other rates; nor can you on sudden information select the ships which you wish for a particular service, therefore those ships without poops would be liable to be opposed to those of the enemy with them. It may be argued again, that when they get old and weak, taking off the poop strengthens them; but all clever mechanics will tell you, No, provided the poop is not lumbered with heavy arm chests; and if a ship, from age or weakness, requires reducing, you ought to cut a three-decker down to a two, and a two to a frigate. Another circumstance I wish to mention, is, that no admiral should hoist his flag in a two-decked ship, except on temporary detached service, or on those stations where a three-decked ship is unnecessary, for it makes every one uncomfortable in her; for instance, when blockading an enemy's squadron (which is the case at Rochfort), the British admiral is only in a seventy-four, and in case of coming to action, he feels it a point of professional etiquette to attack the flag-ship of the enemy, which happens to be a first rate, therefore his chance of taking her must be bad. I should, therefore, recommend, that all admirals belonging to the home fleets should be in three-decked ships; and if it should happen that you send a squadron or two as flying ones, to

* Answer; Yes. (Editor.)

cruise, appoint an admiral, or two, for that purpose; on those points, I am guided by what common-sense points out. I wish Noah may not be disappointed in the success of his arks for the honour of our naval heroes; but I much fear, by cutting and contriving we shall at last cut of our usual laurels, not from any blame attached to our sailors, but owing to pedantry.

IMPARTIAL.

MR. EDITOR, *May 23d*, 1813.

IN common with every lover of his country, I feel for the blights which our naval laurels have sustained, in the late actions with the Americans. But as it is not in our national character to despond, let us rather endeavour to trace the evil, that a remedy may be found. We well know that the American ships engaged have been vastly superior in size, weight of metal, number of guns and men. We know, too, that in a maritime country like America, whose trade is almost at a stand, and whose navy is small; that navy must have a choice of the best seamen. Their ships, too, are fitted in the most compleat style, and of the best materials, more than can be attended to in so extended an establishment as ours. Their officers are no doubt chosen for seamanship and bravery; but where had they their experience in war? for it is not to be denied that they have fought their ships in a superior style. And we must acknowledge that they have astonished us, not merely by taking our ships (for that, from their great superiority, we ought to have expected), but by taking them with such little comparative loss, and in so short a time. Yet our ships, too, have been well and bravely fought. Some tell us they fire faster. Is it really so? And with more precision, others add. Some of our officers, who have fallen into their hands, might tell us what they have improved on our methods. I should like to ask them—Is the exercise of their guns, and arrangement at quarters, like ours? Have they fixed ammunition? Are their rammers, spunges, worms, wads, shot, crows, handspikes, cartridges, tubes, powder horns, or tackles, different? In short, what have they better, or what can we learn from them? I am told their small-arm men are riflemen. According to an idea I have long held, all our marines should be artillery and riflers. In a frigate, where we have about twenty men at small arms, it would be no great expense to government to provide each ship with a proportionate number of rifle pieces. All good officers would take care to train some chosen men to their practice. Your correspondent, "Iron Gun," speaks of the bad practice of firing broadsides. I have read of its being the custom of old; and it is still common in conversation to say, "so many broadsides;" but I have been in many actions, and have never seen it, nor would I put as captain of a gun any man, unless I could trust to his steadiness, that he would preserve his fire, till he could bring his gun to bear. In proof of what I mention about firing broadsides, which all officers know to have been long since left off. I remember in the last action I was in (about five years since), I saw at my own quarters, the men at one gun hurrying the captain of the gun, and abusing him—Why don't you fire, Jack? What are you waiting for?

The captain, standing with the lock-string in his hand, watching for his object, answered very coolly, I'll see you all damned before I'll throw away my fire to please any of you. This man was a good seaman; but at other times was one of the most playful, giddy-pated fellows in the ship. I have not noticed the number of our own men alleged to be among the Americans, for much as it is to be lamented, yet we are too apt to apply it as a plaster to our wounded national pride. Let us rather tear off all plasters; let us feel deeply; and make our enemy pay for our wounded feelings: let him find to his cost, that he has roused the sleeping lion: that Britons are still superior, nor will brook a rival on their own element.

To me it is a great comfort, that our ships have in no case avoided, but always sought, the action. And our naval honour requires the old rule to be abided by, whatever loss we may suffer by it, *viz.* that an English frigate must not shun any enemy's frigate she may meet, however large. I am a constant reader of the NAVAL CHRONICLE, and after having served at sea for many years, I regret that at present I am only

A HALF-PAY OFFICER.

MR. EDITOR, *London, 28th May*, 1813.

SHOULD you deeem the following suggestions worthy insertion in your publication, it is presumed they may lead to results, both for the interests of the state, and of humanity.

There are comparatively few so blind, as not to perceive the grand source of this disastrous *American War*, in the serious injustice so long practised on the seamen, which the absurdity of our antiquated naval institutions, and "customs," permits, though no longer applicable to the extended scale of our navy, or the present state of society, and which, together with the impress, have been tolerated with incredible indifference and ignorance, on those subjects, by successive administrations.

Hence obviously that dread of the service of their country among sailors, and that alleged necessity for maintaining a bloody and expensive war with America, to contend for the power of impressing by force.

The remedies for these menacing evils and horrors have been recently clearly defined, and, together with an amended system, publicly submitted to the English nation, in Lieutenant Hodgskin's "Essay on Naval Discipline."

Until the legislature shall cause a revision of the naval articles of war, assimilating the courts-martial and punishments with the principles of uniform jurisprudence, abolishing punishments at the caprice of a captain; shall enact limited service; also abolish the brutal horrors of the impress, and provide something like an equitable system of promotion and reward for the toils and privations of all classes, there can exist neither satisfaction nor good will in that service; or what is worse, that I could prove to demonstration, no rational reliance for the salvation of this kingdom in their goaded energies. A legislative restriction of corporeal and other punishments, with a certain sufficient retreat for age, and wounds, are alike essential to give effect to any amended system whatever.

These things accomplished, through the agency of men of *genius* and philanthropy, we shall not have to prosecute a ruinous war, with America, about impressing seamen, as combining the natural, and constitutional advantages we possess, it requires but a rational system of discipline, even to seduce (if we please to accept) the services of almost all the seamen of the civilized world. I remain, &c.

ALBION.

" Beneath her bow the floating ruins lie ;
The foremast totters, unsustain'd on high ;
While in the general wreck the faithful stay,
Drags the main-top-mast by the cap away."——FALCONER.

MR. EDITOR, *George's Square, Glasgow, 1st June,* 1813.

EVER since the capture of the frigates Guerriere and Macedonian, I have suspected there was some potent cause, which operated in the taking of these vessels, besides those commonly mentioned ; the weight of metal—number of men—height of the enemy's ships, &c.

It must be obvious to every reader, that in the accounts of these actions, a most striking similarity exists, and there is no incident in these narratives which attracts the attention more than the early fall of the masts of our vessels; the enemy gaining the weather gage, and cutting up the rigging, were formerly the complaints of our unsuccessful officers, but British commanders successively informing us, that the whole of their masts being shot away, they were thereby obliged to surrender, is at once new and alarming.

I expected that this subject would have ere now excited the attention of your correspondents, but having been disappointed, I think myself called in some measure to take up my pen ; and this rather to excite inquiry, than to discuss the subject myself. I, however, may be allowed to give an opinion upon it, which is, that the Americans, by pointing a certain number of guns to a particular mast, effect its destruction, and following this mode, I think they have every chance of succeeding ; for of a dozen guns, aiming at a mast at the limited distance the engagements with the American frigates have been fought, that gunner must be a bad one who does not make four of these give effect, and what frigate's, nay, what ship's mast in the navy, is able to withstand such a cannonade ?

It may be asked, how the French, who always fire high, in order to destroy the masts and rigging, have never succeeded in capturing our ships as the Americans have done ? The answer is plain—the French, by directing only *one* gun to a particular mast, had but small chance of striking it, or if the ball did strike, it most frequently only *wounded* the mast; but, if instead of only an occasional gun or two, they had directed the whole battery to that object, there can be little doubt the result would have been as unfavourable to us, as the late engagements with the ships of the United-States.

The number of killed and wounded may be thought an argument against

what I have advanced, since, if the enemy mark so high, the lives of the men should be less exposed, but what can be more fatal to the lives of the men, than the falling of the masts and spars. But as the Americans do not apply their whole broadside to the destruction of the masts, I am inclined to think, those guns which are directed to the hull, are not loaded with common balls only, but also large pieces of iron, variously shaped, which scatters more than the common ball, and deals death in a wider range. I hope that the shot I have described is not in universal use; but from the account of a late action, I must say I rather suspect it is; the account I allude to is the engagement between the Express packet, and American privateer Anaconda; the former having struck, upon being rifled of every thing valuable, was given up, and the carpenter, in endeavouring to stop the shot-holes, found three feet under water, two large bars of iron, which of course had been fired from the privateer. Now, as in the engagements with the public ships, an opportunity of examining their hulls has never occurred; and as we are certain the hulls of our vessels were injured in no ordinary manner, I think it is but fair to conclude, that extraordinary means have been used against us.

C. H.

MR. EDITOR, *June 3d*, 1813.

IT cannot but occur to every considerate observer of passing events, that the numerous petitions to both Houses of Parliament, respecting the propagation of christianity in India, form a most striking "sign of the times," and it truly appears a marked act of Providence, that this great opening should have been just preceded by the ample provision of the means of instruction, by the increased efforts of the old societies, and the animated zeal of the new, all equally and ardently bent to furnish the means of spreading the "glad tidings from Pole to Pole." The great work is proceeding under able hands, yet I may be allowed to boast *professionally*, that the navy furnishes some of the *most* able and zealous amidst the ranks of those christian heroes.

Let not your readers fear that I am about to present them with an essay on the means of sending missionaries to India, except in so far as it may be *strictly professional*, and as such, I most cordially wish, for their own sakes, that their examples may tend to shew christianity to all the pagans they visit, in her true colours.

Now, as the navy of Great Britain visits every shore, which navigation has yet explored, does it not appear to be one of the most powerful engines for the dissemination of knowledge and truth, which human means can offer? Suppose, then, we propose petitions to the L. C. A. praying them to take into their serious consideration and revision, all their late edicts respecting the chaplains of the navy, and the issues of books mentioned in my last letter. I confess that the late regulations appear to me to merit some such exordium as the following:—"Whereas it is thought proper to use our best endeavours (whilst trying to appear to the world to be doing the reverse), to *discourage* well-educated and pious clergymen from becoming naval chaplains, &c." and therefore I must naturally wish

some change in an edict, which seems to warrant such a title being attached to it.

In truth, the navy is miserably neglected in this most important concern, and there is no suitable encouragement to proper persons to engage as chaplains. After the many years of study, and the great expense of clerical education, there should be some permanent expectation, some certain looking forward to comfort in old age, to tempt men to embark on an element where they are to expect many hardships and inconveniences. Was there a liberal provision held out, and gradations of handsome increase in proportion to length of servitude, many young men would be tempted to adapt their talents to the peculiar nature of their naval duties, and prepare themselves to be useful schoolmasters, as well as able divines. The small number of chaplains now employed in our service, is a sufficient evidence of the want of encouragement, and argues a very blameable remissness on the part of our rulers who have neglected to offer it.

In the appointment of naval chaplains, the good rule should be carefully observed, to "lay hands suddenly on no man;" and even should our bishops think proper to lay on their hands, because certain preferments are very convenient to the candidates for holy orders, or borough or family interest lead them to ordain men not fit for *pastors*, and who certainly have no *call* to the *cure of souls*, I would have the L. C. A. act here as a board of revision, and put our numerous floating congregations under the charge only of men of undoubted piety, as well as knowledge. It has been well observed, that while we are sending missionaries to, and are glowing with a holy zeal towards, nations whose names and languages have just reached us, we neglect many portions of H. M.'s subjects at home. This is true, and the indolent repose which naturally pervades all old establishments, except in individual and honourable exceptions, will always occasion such neglects, till some peculiar circumstances call forth aid from without.

Surely, Sir, there is no portion of H. M.'s subjects who merit attention more than our seamen, and no place more than a ship of war affords proper means to a well-disposed chaplain to minister to spiritual wants. His flock is immediately under his eye, and he has various means of knowing the habits and characters of those to whom he has to attend. The decent solemnity of holy worship is never more striking than on board a ship of war, and no congregations I ever saw are more attentive to all parts of the service. Nelson and his followers would have harassed our enemies beyond their resources, by carrying a British army from place to place, with ease and rapidity, had not his plans been frustrated (because, as it is said, they did not originate in the cabinet), and by proper attention we might spread the power of the gospel to all nations and languages, by the same means. But it is false economy which is at the head of the mischief, it is money, that root of all evil, that keeps back the easily effected good, so true it seems in all senses, that we cannot serve God and Mammon. Let my readers compare the regulation respecting the providing ministers of the gospel for our navy, and the reward they may expect, with the expositions of parts of the civil list, and see how easily a man who has

served a trifling embassy to an earthly monarch gets a rich reward!! Even the *snuff box bill* saved for one year, would furnish a sum, the interest of which would more than provide for chaplains to two of our largest ships, at their present pay! Yet how delightful it is to observe, on the other hand, this engine of all mischief made, *ex-officially*, the means of the greatest good, as may be seen in the various subscriptions of this wonderful realm, and the nation would not begrudge to subscribe a little more to the good cause I am proposing. I believe there was an old law, now perhaps only dormant, that no ship having 100 men should go to sea without a chaplain. Perhaps the great extent of our navy would render this impracticable, but I should think our India ships ought not now to be excused, and if the chaplains appointed to them did their duty, and were assisted by their officers, their whole crews might become *missionaries of example*, which we are told exceeds precept. But as I was just mentioning, although it may be impossible to provide good chaplains for all our small ships of war, yet it should be provided, that there should be maintenance for them if they could be found. At any rate, if the larger ships were well provided, it is to be hoped that the young men educated on board them, would too strongly see the good effects of religious habits, not to continue to enforce them by precept and example, when they command small ones. Besides, chaplains from the larger ships, may give occasional service on board the smaller, or detachments from the latter may be sent to the former. I will submit some farther particulars, or rather, descend to some minutiæ in another letter.

A. F. Y.

P. S. I must remark, that soon after one of my late letters was written, my observations about the ease with which *one* out of *three* naval lords could be spared from the board, was rendered useless, by a new commission for that board, and the introduction of a noble lord, whose steady attention to all his professional duties afloat, lead me to auger well of his expected exertions, in his present most important situation.

MR. EDITOR, *June 4th*, 1813.

ALTHOUGH many, but superficially acquainted, and still more, not at all conversant with the real basis on which the naval pre-eminence of Great Britain rests, are weakly inclined to attach an unfounded and mischievous importance to the events of our maritime warfare with our transatlantic foes:—still, on the other hand, we cannot too watchfully guard against the opposite feelings, either of indifferent supineness, or too confident security.

The couch of glory to which Britannia has been raised by her gallant sons, differs widely from a bed of roses, and though she sits enthroned as Ocean's queen, her extended empire must ever be exposed to envious invaders. Her dominion, like her native oak, has gained root and solidity, has grown strong and expanded, midst blasts and assaults; amidst the same warring elements and fierce contention, it must continue to flourish.

Happily, we have the manly nerve and generous spirit to sustain, not

only our own honour and rights, but to assist the cause of freedom, wherever it rears its crest.

But whilst we thus possess the first properties of victory, it behoves us to foster and improve the more minute ingredients, which, when viewed collectively, are of little less importance: we should cherish, with a skilful hand, a more decisive feeling of professional attachment, that soldiers and sailors, whether in the ranks or in the waist, may have a greater identity of self and more national principle in the cause. Bravery is no longer sterling, when separated from love of country. If mere courage was the only symptom to be looked for, our very disasters, of such unhappy notoriety, indisputably attest it:—such exertions, and so often repeated, prove that the high spirit of the British navy walks too erect to bow, even to a force vastly superior. But although our seamen have thus shown, in the most adverse circumstances, their wonted heroism and contempt of danger, to what are we to ascribe the absence of genuine patriotism, of which such frequent instances have of late occurred? The coward, or the disaffected, may withdraw, without exciting wonder, their services in time of need; but how shall we account for the brave man, not only forsaking his country's flag, but (regardless of nature's noblest impulse) being basely found in arms against his native land?

I confess I am inclined to view this sad and infectious evil, as one of primary and serious import, and would raise my humble voice of warning to government, to arrest by every means its ruinous progress. It is in vain we shelter the crime under affinity of language and manners, or attribute it to the odious arts of the American executive: such extenuation is as alarming as it is inadequate; for if these were the sole causes, we may truly congratulate ourselves that the ability of these enemies to profit by them are so limited. I should rather charge it, in great part, to a less baneful source, as its antidote is more within our reach—to the dearth of professional preference in the lower classes, to which I before alluded. But from whatever it originates, its actual existence is sufficient for my purpose, to prove the pressing necessity of checking its course.

Ministers can surely devise some more efficient methods of counteracting its spreading consequences, than are at present discernible in their measures. I am ready to admit the difficulty of finding a perfect remedy, but I must suppose, that as Patriots and Britons, they cannot be so infatuated as to shut out the subject with apathy and inattention, or as legislators and statesmen, so barren of expedient, as to cast it aside as unattainable.

Although I deprecate in general popular clamour, as tending to give the wheels of government less efficacy, I would fain hope, that the late parliamentary discussions, and the mixed feelings of regret and censure, throughout the kingdom, on the conduct of the American war, will operate as oil on the state machine, by inculcating additional vigour and decision in its future motions, and that more especially by infusing wise regulations, and extended encouragement to the naval system, the nation will ultimately reap much solid advantage. Certain it is, that our maritime policy is yet very susceptible of improvement, and daily experience

presses its necessity. Engaged, as we are, in a most awful contest, in which our implacable enemies have artfully interwoven Old England's best bulwark, her naval rights, as the great stake at issue, we are imperiously called on to consolidate our utmost strength, remembering that courage is doubly armed which emanates from patriotism.

The Ruler of France avows his object to be annihilation of British independence:—the leader of the American government, less daring, but equally inveterate, shelters himself under the meanest subterfuges, and cloaks his venom amidst juggling politics. Buonaparte is at least an open robber—Madison an incendiary. They must be combated with appropriate means.

ÆOLUS.

MR. EDITOR, *July* 23, 1812.

HAVING seen an extract of a paper of mine on a medical subject, in your valuable work, I am induced to send you some further remarks on the improvement of the skill and knowledge of our profession, which I conceive can be accomplished without increasing the national expense. We have six or more royal yachts in the service, each of them bearing a surgeon; I would recommend that such young men as are desirous, or whom the medical commissioners should select, should be appointed to these yachts; and while holding them (so as to be kept on full-pay, and time of servitude going on), that they should attend the winter lectures for six months, and when that time expires, be sent to sea, or wherever they may be professionally wanted. As it may appear difficult to select fit objects for these appointments, I would further recommend, that the preference should be given to those who have been the longest time abroad, who from their seclusion from the society of medical men, and the perusal of medical publications, have forgot the very minutiæ of their profession, and whose constitutions have suffered by a long tropical residence, this relaxation of six months from real sea duty, would not only prove conducive to the recovery of their constitution, but would be a spur to their anxiety of recovering that which they had forgot, or of acquiring that which perhaps they had never been taught. And, Mr. Editor, I do not see why these yachts should not bear assistant-surgeons on the same principle, by which means you would have at least a dozen well educated men every year, improving themselves. Should you think these my observations worth inserting, pray do it; and if any of your readers, of the Board of Admiralty, or of the Transport Board, should peruse them, and they may tend to the object of medical improvement, then my object will be most fully accomplished.

D. R.

MR. EDITOR, *August* 7, 1812.

AS your valuable work is much read, and some very ingenious remarks offered, for the guidance of the merchant, as well as the seaman, who is often puzzled how to make a passage from England to various parts of the world, in the different seasons of the year, I should hope that some

ingenious observer of the winds and weather, as well as personal experience in naval affairs, will take the trouble of laying down some general remarks, beginning with the following :—

1. What is the best mode of making a passage from Spithead to the Azores, in the months of January, February, and March? and so on to the end of the year.

2. The same question with respect to Bermuda, Halifax, and Quebec.

Any of your kind readers who will answer these questions in the best manner that they are able, will greatly oblige,

Your constant reader,

DAVID.

PLATE CCCXCI.

THE annexed Plate, engraved by Baily, from a drawing by Pocock, is an accurate representation of the east end of the island of St. Helena.

Having in our fifth Volume, page 157, *et seq.* given the history and topographical description of St. Helena; we refer our readers to the same.

NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

[Continued from page 432.]

BULLETIN THE SEVENTH.

ABOUT midnight, having halted to listen if there were any noise, or footsteps to be heard on the road; I plainly discovered, by the cracking of whips, that a coach or waggon was advancing: I therefore retired a few steps from the road side, and lay close down: it passed, and appeared to be a diligence, or the heavy travelling coach. I resumed my route; kept running on, and passed several villages, until a little before day-light, conjecturing that I could not be far from the Rhine. I secured my lodging in a wood for the ensuing day; formed another snug cavern under a rock, on the top of a precipice; got into it, and after regaling myself with a few cabbage stumps, which I had procured in passing the villages, I fell asleep.

My spirits were extremely agitated during the whole night. I awoke frequently, by talking quite loud, and naming the gentlemen that had been my former companions; holding conversation with them, as if they were

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East end of the Island of St. Helena?

actually present. About two hours after I had entered the above mentioned cavern, I started up all of a sudden, and desired my companions to rise and renew their march: when, on looking round, I recollected myself —found I must have been dreaming—and, to my inexpressible amazement, discovered, that I was actually at the bottom of the precipice, and that it was quite day-light. This precipice was very steep, and dangerous, even to a man in the day-time, broad awake. I do not recollect an instance of walking in my sleep prior to this. I hastened into the wood again, and it rained very heavily, and after crossing several mountains covered with trees, I at length discovered a very comfortable cave, full of nice dry leaves, on the declivity of a hill: it appeared to be the residence of some animal. I entered, and found it spacious enough to sit upright in: took my coat off, squeezed the water out, and after refreshing a little with my usual fare, I lay down on the earth, covering myself with the leaves, and my coat over all, and went to sleep quite happy and comfortable; well sheltered from the wind, and rain, that beat with great violence against the entrance of the cave.

About dusk, I was awakened by the chattering of a jay at the opening of the cave. I crawled out, shook myself, and put my coat on. It had every appearance of a fine night, rather inclined to freeze. I calculated at being about three leagues from Strasbourgh. After descending the hill, I discovered a peasant's hut in the vale; and I determined upon ascertaining at this place, my distance from the Rhine: accordingly entered; found a young man, woman, and infant, by a fire side; they could speak nothing but German. Just as I was departing, very much vexed at not understanding their language sufficiently to gain any intelligence, an old man came in, who stared at me with wonder in his eyes. "Pray," said he, in French, "are you a Frenchman?" I answered, "Yes;" that I had missed my way in crossing the adjacent mountains, and should be glad if he would direct me on the Strasbourgh road. He accordingly did so, giving me the names of the villages I had to pass, and told me I was twelve leagues from it. I could not account for this distance, unless I had been directed wrong by the former inhospitable wretch. They had nothing to give me to eat, which they appeared sorry for. I took a little brandy and water, paid them, and departed. After proceeding about two miles, I met two men with fowling pieces; they saluted me, and passed on. I could not bear my shoes, my feet were so very sore; but kept the stockings on, until the feet were worn out; even then I found them of great service in the frosty weather.

November 1807. I now repassed several villages, that I had gone by the preceding night; which convinced me that I must have taken a circuit, instead of going directly onwards. About 11, I recognised a village which I had passed through the night before, and here I supposed I had made the deviation, and turned to the left, instead of the right: Not being quite certain, I stopped to consider a moment, when I saw a woman, whom I asked: she had the kindness to direct me; and I then perceived that my mistake, the night before, was exactly as I had suspected. I thanked

her, and just as I was leaving her, the door of a small public house on the road side opened; out came a French military officer! he passed the woman, and I dreaded very much lest he should inquire who I was, and what I wanted with her; but he did not prove so inquisitive: he also passed me without speaking; I fortunately had to go a different direction to him, and immediately made the best of my way.

The pleasing ideas of being at last in a fair way of succeeding, and to my overcoming all difficulties, began now to be cherished by me. I found myself on an excellent road; got a supply of very fine turnips out of an adjoining garden, and discovered regular posts on the road side. Kept running all night, with very little intermission; resolved at all events to get near the Rhine before morning. The road continued for about four leagues, through a wood; on leaving this wood I was brought to a stand all of a sudden, by the walls of a town, which, according to the names I had received from the old man, was Hagenau; but I had never supposed that the road led through it, and that it was walled in; it was also surrounded by a river, which appeared an insurmountable barrier to my proceedings. It required much resolution (owing to the frost) to take to the water: however, "necessity has no law," so I stripped, and fortunately got over one branch of it. Upon the other part, I observed a mill, with the house arched, so as to admit the water to pass. Upon a strict survey, I perceived, that if I could pass this part, I should be able to make a tour round the town, and to get clear. I approached, saw the mill doors opened, and the road on the opposite side. I retired a little; dressed myself, and advanced again, and passed through the mill, hearing no noise but that of the works: indeed this appeared to be a thoroughfare, for the people who brought their corn to grind.

November 1807. Thus easily I surmounted, what I had deemed but an hour before almost impracticable. I returned Divine Providence my most sincere thanks, and congratulated myself upon the occasion. I now walked on towards Strasbourgh, well assured of being on the proper road. At about half-past three, I heard a man cough at a little distance behind: I did not alter my pace; and to avoid suspicion, rather slackened it. He soon overtook me, saluted me in broken French, and expressed his surprise at my being able to get out of town so early. I told him that I believed I was the first out that morning; feigned to believe it was past five o'clock, and that I thought it was usual to open the gates about that hour. He said, he thought it was about three; and wondered to see me bare footed. I told him I was a soldier; and that after the severe campaigns we lately had in Prussia, and against the Russians, we were insensible to cold. He agreed that my observations were very just. I added, that I had been on leave to see my friends; my regiment was at Strasbourgh; I was all of a sudden ordered to join, and had walked day and night almost, from St. Quentin, my native place, least it should march without me. He commended my zeal, and said, we were wonderful fellows! He informed me that he was a butcher, going to purchase cattle, and that he would continue with me about two miles farther; Strasbourgh was about three leagues from me. At the distance mentioned, he parted, wishing me

to take a dram at a little public house on the road side. I excused myself, observing, that I never had been accustomed to drink so early.

The day was breaking fast. On approaching a large town, it was necessary to get off the high-way; so I took the first path-way to the right, determining to leave Strasbourgh on the left, as it was my intention to proceed into Switzerland, if I found much difficulty in attempting to cross the Rhine. I advanced about two or three miles through the fields, sat down, wiped my feet, and got my shoes and the legs of my stockings on, though with great difficulty, as my feet were very much swelled, and the skin peeled off. I limped on in great pain; the morning was very hazy and disagreeable, and I felt excessively weak: the heat of my feet parched the upper leather of the shoes so, that I was frequently obliged to stand in a wet place to soften them. Thus roving about in the open fields, without being able to discover a hiding place, I remained for some time.

At length I heard a bell ring, and conjectured it was in some small village: I directed my course towards the sound; it was what I had supposed, and appeared a very poor one. After a great deal of hesitation, I resolved to approach the next house to me. My pretext was, to inquire my distance from the road to Strasbourgh. This I accordingly did; found two young women spinning flax, dressed genteely, after the German manner. I inquired of them the road to Strasbourgh? They could not understand me. I made signals that I was thirsty: one of them brought me some milk, which I swallowed with great eagerness. I offered payment, but she would not take any; and made me understand, how sorry they were that they could not speak French. After this, one went out, and shortly returned with a man, who spoke a little broken French. I could have willingly declined her goodness on this head. He saluted me very kindly; told me the direction I so much wished for; assured me the mayor of the village was the only person that spoke my language correctly among them; that the young woman had been in search of him, but he was not at his house, he was however expected every moment, and would do himself the pleasure of coming and conversing with me. I returned them many thanks for their extreme goodness, wished the mayor at the devil in my mind: expressed myself infinitely indebted to them; regretted very much that I could not wait to be honoured by the mayor's visit, as I was in great haste to reach the above mentioned town; and I then took my leave of these very polite folks.

November 1807. I limped on through the fields, with my feet more painful from the little heat I had received in these good folks's house, every now and then looking behind, to see if I was pursued. I have since been of opinion, that they really meant nothing but civility, although at that time I thought very differently. The weather was still very thick and hazy, which favoured me greatly in the open fields. I was obliged to take off my shoes, and what remained of my stockings, as the pain increased so much. I advanced carefully, avoiding the fields in which I saw people at work. I had an opportunity this day of getting an excellent supply of turnips; this part of the country abounds with them, they feed their cattle on them; and the peasantry were employed putting them into heaps, and covering them with earth.

After a long state of suspence, I descried a kind of shrubbery about a mile off. I instantly bent my way towards it: it was an enclosure thick, and well adapted for a hiding place, though wet. I immediately began my preparations for the night. My feet were getting so bad, that I could not put the shoes on at all. I, however, managed to put the upper leathers down, and fasten the shoes on with strips of my shirt, so as to form a kind of sandal; and I then tried to march, but found it very awkward. However, I thought I might be able to waddle by some means or other to the Rhine that night. At my usual time, I hobbled forth; the night set in for rain, and I found myself, in a short time, surrounded with marshes and rivers.—The linen fastenings of my shoes gave way, and I could not make out whither to direct my course, the night was so thick. After wading through a multiplicy of marshes I at length found myself in a tolerably clear country, and my feet felt better from the moisture. It was, however, useless to keep walking on, as I might increase the distance I had to go, instead of decreasing it; I, therefore, resolved if I could get a convenient place, to halt, until it should clear up. I espied a house at some distance, and made for it, hoping to find some shelter near it,—it proved to be a large farm house. It was now about midnight, I got into the yard, and could hear the cattle in the stables and cow-houses feeding. I was several times tempted to go into the stable and lie down under the manger until a little before day break; but I dreaded not awaking in time, and perhaps being detected in the morning by the farmers, or their workmen. These fears determined me from attempting it, and I proceeded to some distance from the dwelling, where I discovered some willow trees, one among which, was of a tolerably good size, and the trunk afforded me some shelter. It was close to a pathway, which was no small encouragement, as I expected it led my way. I sat down by the willow, and earnestly prayed that the clouds might disperse, the stars shew themselves and guide me out of the misery I was overwhelmed with; being excessive faint I fell into a kind of slumber: some time had elapsed, when of a sudden, I was startled at hearing the footsteps of a man, I gathered myself close in under the willow, saw him pass very near, and did not just at that moment know how to act; it was an unseasonable hour for any traveller, and I feared it might be a gend'arme, or customhouse officer, that was on the look out. However, this was only a surmise, I wanted information, and might not have so good a chance again: besides, I thought if he proved a scoundrel I should be able to get away from him. Possessed with these ideas, I got up and pursued him: he walked so exceedingly fast, that I had to run some distance to overtake him. On coming up with him, I accosted him in French; he answered me very civilly, was in a peasant's dress, but I much feared it was a mere disguise. I asked him my road to Strasbourgh; he informed me I was then on the direct one, he was going that way, and would accompany me. I expressed great pleasure and satisfaction at this intelligence, enquired the distance, "about three leagues." Although he spoke French tolerably well, I discovered he had the German accent, which I was pleased to find. I was of opinion, that, by making up a tale, and feigning to make him my confident, he might be so much flat-

tered, as not to betray me, even if he was one of the above-mentioned fellows in disguise.

I therefore began; and observed to him, that as he appeared to be a fatherly honest kind of man, I was going to disclose to him who, and what I was; where I was going, &c. and craved his counsel and advice. I then told him, "that I was an unfortunate conscript, a native of Switzerland; that I had lately received an account of my parents death; in consequence of which, I became possessed of a small independence, and that I had applied for permission to go and settle my affairs, but was refused; which induced me to desert, and to determine never more to serve the French nation. That I should feel quite secure, if once on the other side of the Rhine; that I relied upon his goodness to direct me, and had three crowns which were at his service, if he would procure me a passage across." He heard my recital with apparent great composure, every now and then stopping and looking at me very earnestly. At last, he desired me to be of good cheer, that my confidence in him, was not by any means misplaced; there could not be much risk in crossing the Rhine; he would direct me how to proceed, &c. We had now walked on about a league, and the day was breaking fast; it was Sunday morning, and the eighth since I had escaped from my conductors. We had passed a small village about a mile, when he halted quite short, felt for his tobacco box, and exclaimed, my God! I have lost it! he thought he recollected where he must have dropped it. I wished to know if it was of any value, otherwise it was not worth turning back for: he answered yes, my friend, it cost me twenty sols (ten pence). I endeavoured to dissuade him from going back, but all my entreaties proved useless. The fact was, I dreaded this was only a pretext to return to the village, in order to give information, and have me arrested; to so high a pitch were my suspicions of the treachery of mankind now arrived. He advised me to remain in a place which he pointed out, until he came back. I informed him I would, yet, at the same time, I had no intention to keep my promise; he quitted me, and I directed my course towards the appointed place; but when I had lost sight of him, I changed my position, and after a severe struggle in the most excruciating pain, I got on the legs of my stockings, my old shoes, and an old pair of gaiters, that I managed to button over all. I then got placed in a tolerable good thicket, where I could see him, without being seen myself. Here I remained in a state of uncertainty, very near an hour; when to my great satisfaction, I saw him returning by himself. I regained my appointed place before he arrived, least he might discover my suspicions. He did not find the box, and regretted very much the loss of it.

November, 1807. He began to survey me now very closely, and remarked that I was very curiously dressed for a recruit. I answered that I procured these clothes for a deception. We were now approaching the ancient, and well known city of Strasbourgh, and could very plainly see its steeples, the principle one of which is allowed to be the most beautiful, and highest in Europe.

He informed me he was a Russian by birth; had been a long time in the French army and had deserted; he dwelt greatly on the timidity

of young deserters: "he, at first, thought he should be arrested, if he but saw the top of a steeple, and advised me to advance boldly to the part of the Rhine, that he would point out, where there were fishermen that would instantly put me across for a mere trifle.—I wished him very much to accompany me so far, offering him again the crowns. This he could not do; but declared there was no danger. At about half past seven, we were on the high road, close to the gates of the city. He told me he must now quit me, I gave him one crown, which he received with great pleasure. I shook hands with him, and proceeded onwards in the direction which he pointed out.

I had proceeded about half a mile, when from the number of country folks I met going into the city, and from the singularity of my appearance and dress, particularly on a Sunday, I thought it most prudent to retire from off the highway. I accordingly got into a garden hard by, and seated myself by a brook, in which, cold and unpleasant as it felt, I washed the mud and dirt off, and scraped and cleaned myself in the best manner possible. I then advanced, passing through two or three small villages, and crossed the river Ill in a fisherman's small boat, for two sols; this success emboldened and encouraged me wonderfully. I now proceeded eagerly towards that part which had been pointed out to me by my providential guide, not forgetting his counsel with respect to assurance.

November, 1807. At about one in the afternoon, I arrived on the banks of the Rhine, a place I had been so long anxiously striving to reach. The pleasure I should otherwise have felt on this occasion, was greatly lessened by not being able to discover the fishermen's abodes, mentioned by my guide. This part of the bank was entirely covered with trees, and long grass. I met with a man riding through one part, in which there was a bye-road, he saluted me, and passed on; I traversed the bank in different directions without success; the stream was very rapid. I suddenly perceived a small punt hauled into a creek, without sculls or paddles, chained to a tree and locked: this was one resource, in case of not finding any better means, though by the bye, a dangerous one: for as the river was excessively rapid, and interspersed with shoals and islands, and I was not above three or four miles above the bridge of Khel, I might be drifted nearly that distance, in endeavouring to cross by myself, and thus in all probability get detected.

I, therefore, hesitated, and rested myself in a thick cover; contemplating this ancient river, eagerly watching, and ardently wishing for an opportunity to quit a country, in which I had suffered so severely, and which in consequence, I so much detested;—thus, considering what steps I had better take, I remained in a state of suspense: however, in the mean time, I refreshed myself with a suitable quantity of turnips, of which I discovered an abundance in the neighbourhood of this city; consequently was not very sparing of my vegetable diet. After a little time I recommenced my search; and in a little boat at a small distance, I observed two men pulling down a narrow creek. I was quite elated at this discovery, as I made sure they were fishermen, and I, therefore, advanced towards them without any hesitation whatever;—I then called to them. On discovering

me, they instantly made towards the bank on which I was standing. I need not say how happy I felt at this moment, expecting in a few minutes to be on the German side. But, my God! what was my astonishment, when as those men approached, I discovered they were armed with muskets, and sabres!—It was too late to attempt a retreat, and as I had called them, I imagined it would in a great measure do away with suspicion on their part. I therefore waited the result of this rencontre:

November, 1807. One immediately jumped out of the boat, and advanced towards me, I appeared quite pleased, and although I plainly saw he was going to interrogate me, I very deliberately asked him, if he could give me a passage across in his boat? He could not answer me, as he did not understand a word of French; but the man in the boat heard me, and replied, "we cannot, but we are much at your service;"—I perceived he was a real Frenchman, he jumped out also.

"I suppose, Sir, added he, that you have a passport, and proper papers to entitle you to quit this country." I made answer, certainly; but who authorized you to demand so impertinent a question? I am authorized by the mayor of Strasbourgh, and unless you can produce them, I shall be under the necessity of conducting you into his presence as a prisoner, I told him I was very willing to go with him, though it would be certainly a little inconvenient. I am a Burgeoise * of that city, and am under no apprehensions about what his worship may do. I have friends on the opposite side, whom I promised to visit this evening, it will be too late if I take the round by the bridge, and this was my motive for wishing to get across where I now am.

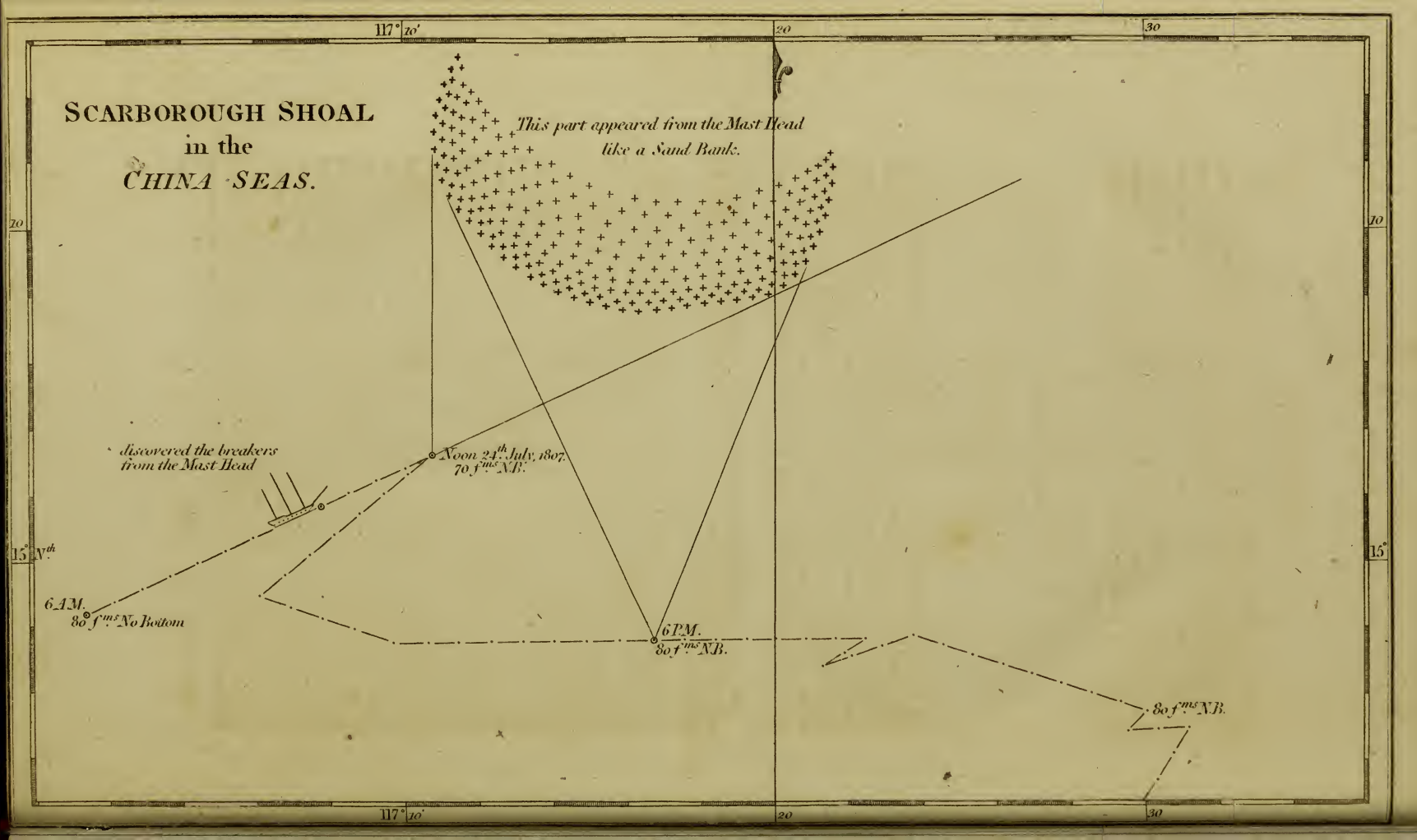
This man appeared to be a very acute sort of fellow: "I suspect," said he, "that you are a deserter from the army, and I must conduct you "to Strasbourgh." I shewed him my dress, the quality of the cloth that I wore, though a little the worse for the late usage, it was superfine; and asked him when he had seen a French soldier wear any thing to be compared to it? Aye, aye, cried he, "French soldiers know how to disguise themselves in a superior style, and you will have the goodness to come along with us." I remonstrated on the hardship of being thus prevented from going to see my friends. He stamped, and said, "come along." The German, more cool and phlegmatic, appeared to mutter something to the other. I embraced this opportunity of altering my tone and plan altogether; and I addressed the Frenchman, nearly in the same words I had done to my late Russian guide in the morning, and with respect to my opinion of his honesty, goodness of heart, &c. &c. but differed widely with respect to my native place.

"I was now one from Wirtemberg, not far from the banks of the river, had been educated at Paris, where I had relations. At the age of eighteen had been removed to Hanover, when a friend of mine obtained me an ensigncy in the King of England's service. When the French took that place, I had escaped into Prussia, where I got a lieutenancy, and had been made prisoner at the late battle of Jena. I had recently received an

* A citizen.

account of the death of my parents, who had left me a tolerable good property; and I felt anxious to revisit my native country, from which I had been so long absent. Being close confined at Chalons, (our depot), I had made my escape, and had now no obstacle to surmount, but what he could easily remedy (meaning the river), I concluded, by requesting him for a moment to consider himself in my situation, and to judge by an appeal to his own feelings. I saw this reasoning began to operate powerfully. I then produced six livres, which I had already offered the German, and requested they would accept of it, and put me across. It was a mere trifle, 'twas true, but I could not afford any more at that time." The Frenchman spoke very feelingly; declared it was utterly impossible for them to put him over, as they ran a risk of being arrested on the opposite side, for landing any body clandestinely. They desired, I would hold up my hand, and declare solemnly that I had committed no crime against the state, which I readily agreed to. He then desired me to be off, and to conceal myself in the wood; "get over how you can, we will not molest you; I insisted upon their taking the piece of money: they embarked, and I entered the wood, not a little pleased at this very narrow escape. After I had got secured in an excellent hiding place, the whole appeared as a dream or vision; nor could I help repeating to myself, "What a fortunate fellow! what a miraculous escape." I remained concealed until dark, and then turned my steps towards the city, hoping I might be more successful in getting a boat; but in this I was disappointed. At day break I discovered myself on the very entrance of Khel bridge; the bridge was thronged with oxen, bellowing, and making a hideous noise, together with the drivers cracking their whips, and shouting, &c.

November, 1807. Being quite harassed and weary, of so long a state of suspense, too much fatigued to continue much longer on turnip and cabbage diet, which I certainly should be obliged to do, if I continued the route on this side into Switzerland; a great risk also of being arrested in the course of the day (on the banks), by custom-house officers; and above all, a good opportunity now offering of intermixing with the cattle, and thereby eluding the vigilance of the centinels, induced me after an address to Divine Providence for protection, to put this project into execution: I, therefore, advanced, and in a very few minutes had passed the major part of the oxen, and also two French centinels, who were muffled up in their boxes; in a quarter of an hour I had the heartfelt satisfaction of being safe on the German side, having passed between eight and nine French and German centinels, without being spoke to by one. The fact was, the morning being excessively raw and cold, they kept within their boxes; and the noise and confusion of the cattle, in passing, prevented their taking any notice of me. I shall not attempt to describe the pleasing sensation I now felt. I passed, with a light heart, through Khel, a small town, and took the road towards Fribourgh. After advancing nearly three leagues, I stopped in a small village on the high road, to refresh myself, after living nearly nine days on raw vegetables. I felt quite bold and confident, and intended now to pass for a Frenchman. I had one great consolation, and which was, that I was pretty well out of


SCARBOROUGH SHOAL
in the
CHINA SEAS.
This part appeared from the Mast Head
like a Sand Bank.
discovered the breakers
from the Mast Head
Noon 24th July, 1807.
70 fms NB.
6 A.M.
80 fms No Bottom
6 P.M.
80 fms NB.
80 fms NB.
117° 10'
20
30
10
15° N.th

the reach of French gensd'armes, and French laws; to me, an astonishing change. At the public-house I went into I got supplied with bread, cheese, and a pint of wine, which, though of an inferior quality, surpassed, at that moment, any thing I had ever tasted, it appeared so delicious and good. I remained here about an hour, the people were very civil; though yet so near France, I could scarcely make them understand a word of the French language, and I found the greatest contrast imaginable in their dresses.

(To be continued.)

PLATE CCCXCII.

AS the accompanying chart is fully described by our hydrographer in his department (see page 492,) we deem it only requisite at present to point out to our naval readers, the vast importance of definitively determining the position of *doubtful* dangers. We feel particularly indebted to Captain Lord Viscount Torrington, for having enabled us to present to the service the present chart, which may be relied on for its accuracy, and will, no doubt, be the means of saving many ships and valuable lives to our country.

We hope Lord Torrington's example will be followed by other officers, and beg our readers will attentively peruse the following extract from the preface of our XXV. Volume, p. 6.:

" We hope our encreased industry in the collection of geographic materials, does not escape the attention of our professional and scientific readers. ' Hydrography' has become an established head in the three last volumes: but we regret to say contributions towards it are far from commensurate with our wishes to render it more and more interesting t and we are farther led to deplore this deficiency of assistance from our naval friends, because we are convinced that the want of a known common *focus* of nautical information, has contributed to perpetuate the infancy of science, and the perennial succession of error: thus it has been that inventions have become fugitive, and discoveries are endlessly *re*-discovered. Not that we, by any means, advise every ship-master who can just write his own log-book, to hand his own name down to posterity, affixed to every ten yards of land he happens to get sight of for the first time in his life; to entertain the world with the terrific *phænomena* of every gale of wind; or to harrow our feelings with the *pathos* of short allowance. But the foundation for a sober and lasting system must be laid by the diligence and ingenuity of enthusiastic observers, and by recording these *data* we hope to be instrumental in giving form and stability to a part of science at present in an imperfect state. We therefore again present the NAVAL CHRONICLE to travellers and navigators, as the safest depository for such memoranda, and renew our solicitations to naval officers, for hydrographical contribu-

tions, unchecked by any literary diffidence, as to the form or style of their documents: while we hope our correspondents on shore will lend their aid towards collecting, arranging, disposing, and condensing the details connected with the progress of this science, which are dispersed through a multitude of works in various languages,—in literary journals,—in the memoirs of academies,—and in the transactions of learned societies."

HYDROGRAPHY, PILOTAGE, &c.

ENGLAND.

THAMES RIVER.

A BLACK BUOY is laid on the south edge of the Middle-Ground between the Nore sand and the Cant, in 2¾ fathoms at low water spring-tides, with the following marks and compass-bearings; *viz.* Queenborough church just open westward of a large house, to the eastward of Mile-Town, known by the name of the Old Swan, bearing S. W. ¾ W.—The point of Sheerness fortress (vulgarly and improperly called the "garrison") W. ¾ S. The Nore floating light, E. b. N. ¼ N. *(Trinity-house, London, 5th May, 1813.)*

FLAMBOROUGH.

The antient corporation quoted above issued the following directions for sailing by the light on this headland, as far back as November, 1806; but they have only fallen under the cognizance of the Hydrographer of the N. C. at a very recent period; since when, no time has been lost in giving publicity to them through this medium: *viz.*

The light-house is erected about 400 yards within the extreme point of the head, close to a bluff on the south side of Silex bay, which is the only place where the shore is practicable for landing, or the cliff for ascent. The light is a revolver, with three faces, of seven reflectors each; and in order to distinguish it from the revolving lights of Tynmouth and Cromer, which shew a face every minute, this light on Flamborough-head will exhibit a face every two minutes, and one of them coloured red, whereby the illumination from that face being diminished, it will not, in hazy weather, or at a great distance, be visible so strong or so far as the other two faces; and when in such cases only two are seen, the interval of time between them will be two minutes and four minutes alternately, which will serve sufficiently to distinguish this from any other light on the whole coast.

In an out-line of this coast, accompanying the original directions, the soundings are given in fathoms reduced to low water, and the rhumb lines are laid down according to the direction of the magnetic needle, with a variation of 25° westerly from the true meridian: by which compass bearings the light on Cromer bears from this light S. 10½° E. 29 leagues,

the Spurn lights about S. b. W. 11 leagues; and the Dudgeon light S. 13° E. 21½ leagues.

The Smithick is an extensive sand-bank, of which the shoalest parts are rocky ground, and are (as represented by the pilots and fishermen) dispersed over various parts thereof, but have not less than 2 fathoms on any of them. The north part is narrow, but the south part is a broad flat; for in taking a range of soundings towards Sewerly bearing N. had a breadth of nearly one league, with not more than 4 ½ fathoms, nor less than 3 ½, reduced to low water: the pilots' leading mark for running out of Bridlington bay, clearing the south end of the Smithick, is one mile southward of this, having Bridlington church on with some houses near the west end of the south pier at Bridlington Quay. For going into Bridlington bay between Flamborough and the Smithick, keep Sewerly Hall just open without the bluff near South sea, until the light bears N.N.E. when you will be abreast of the north end of the shoal, and may steer towards Bridlington Quay for anchorage in the bay. Gray's-farm to the westward of the old tower upon the Head, or the light bearing N. will lead clear eastward of the Smithick.

The geographical site of Flamborough head, according to the authority now quoted, is latitude 54° 7′ N. longitude 6′ W. from Greenwich.

ST. GEORGE'S CHANNEL.

HOLY-HEAD.

The same respectable corporation already mentioned, has farther, in the course of its beneficial operations, published the following directions for sailing by the light at Holy-head. This publication took place on 9th February, 1809:—

The light-house is erected upon a rock called the South Stack (being the extremity of the south-west promontory of Holy-head); and its elevation is 201 feet above the level of the sea. It is a revolving light of three faces, one of which is shewn every two minutes; whereby it is readily distinguishable from the light on the Skerries, which is a stationary light, and which bears from this light about N.N.E. ½ E. 7¾ miles, and may be seen through a great part of Caernarvon bay. In a small chart of the coast from Roscolyn-head to the West-mouse, with a sketch of the South-Stack, which is published by the Trinity-house, the soundings are given in fathoms, and the bearings by compass, the variation whereof at the time of publication was 24½° W. This affords sufficient information to the mariner for steering his course; inasmuch as any vessel making either of the two great lights (the South-Stack or the Skerries), if winds permit, can find no difficulty in navigating round the island, or into the harbour, of Holy-head (where a small light is exhibited upon Salt-island); and no verbal instructions can serve equal to having the two lights in sight: because the tides having great influence in the navigation of St. George's channel, the giving any particular course or distance might put the mariner off his guard against the effects of them, and induce him to neglect the use of his lead, and the keeping a good look-out, so necessary in every case to a vessel's safety.

EASTERN SEAS.

Extracts from the Log-book of H. M. S. Belliqueux, George Byng, Captain, William Mackellar, Master.*

Remarks, &c. made during a passage from China to Penang, 1807.

July 8. Sailed from Macao road with a breeze at S. S. E. Tacked occasionally, working out between the Grand Ladrone and St. John's island. Set the chronometer by the former; taking its meridian to be 113° 50′ E. from whence we took our departure at 8 P.M. it bearing N.N.E. 8 miles. Kept the ship clean full, steering S.S.W. and S.W b. S. as it was expected of course when we cleared the land to meet the regular S.W. winds, the season being the middle of that *monsoon*; but we were disappointed, the winds continuing with little variation, between the S. and E. points, till the 25th of July; which obliged us to go to the westward of the *Saint-Esprit* [Holy-spirit] bank, as laid down in the charts. Kept our lead going frequently, but never struck soundings. From our experience of this season, the inner passage from Macao to Point Romania may be easily and soon accomplished, possibly in a fortnight, three weeks, or a month at farthest. Had the sea generally smooth, with very little north-easterly current, and fell in with nothing worthy of notice till the 24th.

SCARBOROUGH SHOAL.†

July 24. Steering under easy sail on the starboard tack, with the wind S. b. E. At 10h. 30m. A.M. the man at the mast-head discovered a range

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* Now Lord Viscount Torrington.

† See Naval Chronicle, XXIV. 315; also Plate CCCXCII. at page 489 of the present Volume. In Horsburgh's Directions, (1811) are the following farther particulars concerning this danger, which the navigator will do well to compare closely with those recorded in the text above: *viz.*

Scarborough Shoal (or Maroona) on which the Scarborough struck in the night of 12th September, 1748, is a dangerous reef of rocks, a little more than midway from the Macclesfield bank, towards the coast of Luzon. From the north end to the middle of the shoal, it is about 9½ miles in extent E. and W. decreasing to a point at the south end; steep-to on all sides, having no soundings close to the rocks, of which only a few are seen above water, interspersed over different parts of the shoal. A frigate sent by the Spanish admiral from Manilla surveyed it in April, 1800, and found it extend 8¾ miles N. and S. or from latitude 15° 4′ to 15° 12¾′ N. the east part 3° 6¾′ W. from Manilla, and the western part 3° 16¼′ W. by chronometers; and the nearest part distant 131 nautic miles from Point Capones. This makes the centre of the shoal in longitude 117° 48½′ E. Point Capones being in 120° 5′ E. Captain T. Robertson, in the Cirencester, passed close to this shoal on 20th October of the same year, and made it 8° 47′ E. of Poolo-Sapata, by chronometers, or in longitude 117° 49½′ E. In other directories and charts it is placed about 1° more westward. The Mirabella and other shoals laid down, in all the charts formerly published, at a considerable distance from the coast of Luzon, seem to have no existence; the Scarborough being the only shoal which lies far detached from the coast. (Part ii. p. 248.)

of breakers on the lee bow, the centre bearing about N.E. Shortly after saw them plain from the main-yard, extending from E.N.E. to N. b. E. in length 6 or 7 miles, the centre much nearer than either of the extremes, distance from the ship 6 miles. Steering towards the shoal till noon, when a good meridian observation was obtained by three observers, whose mean gave the latitude of the ship, 15° 3′ 30″ N. and longitude by chronometer 117° 10′ 34″ E. the extremes of the shoal (which we believe the "Scarborough") then bore from E.N.E. to N. distant from the centre 4 miles; tried for soundings with 70 fathoms line; the breakers plain from the deck. It was expected we should pass it pretty near, and were very glad of falling in with it, as it afforded a good opportunity of ascertaining the true position of its south end, which Captain Byng places in latitude 15° 7′ 30″ N. and longitude 117° 12′ 34″ E. from Greenwich, or 3° 22′ 34″ E. of the Grand Ladrone. We could not perceive any rocks above water, but one continued body of breakers, seeming to break at a height nearly equal. Veered ship to the southward and westward. We wished very much to examine this shoal, as the northern part appeared from the mast-head like sand: but whether it be reef or bank is of the less consequence, since we have ascertained it to be a very extensive danger, having no soundings close to it, particularly on the south side. At 2h. 30m. tacked ship in hopes to get to the eastward of the shoal by 8 o'clock: wind variable, the ship lying from S. E. b. S. to E. b. S. At 6 the extremes of the shoal from the mast-head N. b. E. to N. W. b. N. Tried for soundings with 80 fathoms line, no bottom. At 8, light airs and changeable, with an irregular sea. At 10, a heavy squall, with torrents of rain; a good offing from the shoal. At 12, the wind at last came strong from S.W. steering S.E. b. S. It was first the intention to look in at Manilla, then proceed down the west side of the Philippine isles, which track was recommended as easily accomplished at this season of the year. We have found it quite otherwise, by contrary winds coming through the China Sea, now succeeded by boisterous weather; so, the idea of Manilla is given up, being a lee-shore, hauled up to make Calavité isle, at the entrance of Northumberland strait,* which we did the 26th, at 1 P.M. bearing S. distant 7 leagues: the wind coming more westerly, hauled up for it; but a strong south-easterly current prevented us when standing in. Observed several remarkable peaked rocks, bearing S.W. b. W. lying off Basvagan isle northward, one of which we took for a large ship, with studding-sails

* The strait of Mindora, is separated into two channels by the Apo reef: [see N. C XXVI. 56] the western one formed between the reef and Calamianes, is about 4 or 5 leagues wide, and called sometimes Northumberland strait; and the other (properly Mindora Strait) between the west coast of Mindora and Apo reef, is about 7 leagues wide. This channel is preferable to the other, particularly in the night.....Calavité is the northernmost of the Calamianes group, and situated in latitude 12o 26′ N. longitude 120o 6′ E. by observations in the ship Anna; corresponding with Captain Mac Farlane's chronometer, which made it 14o 39′ E. of Poulo Domar, whilst proceeding by the Palawan passage, on board the Castlereagh, in October 1804. (*Horsburgh*).

set, running before the wind, and were some time before we corrected our opinions.

Calavité is a small round island of a middling height, with a low rugged islot lying close to it westward, distant from the Basvagan shore 3 leagues. Saw several other small islands from S. to S.E. Veered ship, and stood off-and-on all night; because the wind came on to blow strong from W. to W.N.W. and we had very imperfect charts, on a small scale, for our guidance.

[To be continued.]

MR. HYDROGRAPHER, *Dover*, 1 *June*, 1813.

HAVING frequently found the inconvenience attending that vicious nomenclature which disfigures our best maps, I am induced to offer to geographers, through the advantageous medium of the hydrographic section of the NAVAL CHRONICLE, a few hints for correcting the proper names of places in our newly-acquired territory, Java, before the map-makers of London shall have copied and re-copied each others errors, until they become incorrigible.

The names of places often remain, even after the language of a people has undergone an entire change. An inquiry into their etymology must, therefore, in every case, constitute a chief mean of gratifying a rational curiosity in the investigation of the manners of remote ages; and will, at the same time, be not without its use in the elucidation and illustration of the language, manners, and customs of a living people. Under an impression of the truth of these observations, the following specimens of Javanese etymology are presented:—

Samarang.—This ought to be written at length Kasamaran. It means delight or pleasure, or the abode of pleasure.

Onarang.—Should be written Nun-naran. It imports the place of rest.

Salatiga.—Is correctly written Selleh-tigo. Selleh means to unload, tigo three, and the combination the third place of unloading—Salatiga being the third stage from Samarang.

Boyulaly.—Properly written Boyo-lali, is composed of Boyo, difficulty, embarrassment; and lali to forget. In former times Boyulaly and its vicinity were a deep and almost impassable forest. The words of which it is composed express the difficulties, the dangers, and the uncertainties of the traveller's way.

Souracarta and Solo (residence of the Súsúhúnan or Emperor).—Souracarta is pronounced by the Javanese, Suro Carto, by an invariable practice of their language, which always prefers *o* to *a* at the end of a word, though in their excellent system of orthography both be equally inherent in every consonant. The word Súro signifies bold, resolute; and carto, flourishing. This last distinguishes a royal residence, and implies a compliment to the prince. Solo was the name of the place before it became a royal residence.

Djocjocarta.—(the residence of the Sultan of Java).—This word is written in the orthography of SIR WM. JONES, *Nayù gìyo-carto*, and is a

compound of three words—*nayù* means beautiful, *giyo* just; and *carto*, flourishing; being descriptive of the beauty of the place, the justice administered there, and its flourishing condition.

Brambana -(the place of the most extensive Braminical ruins in Java.)—This ought to be written Brambanan, or Prambanan, for the Javanese write P and B indiscriminately. In Javanese grammar, by affixing *an* or *nan* to names of persons a noun is formed, signifying his residence, place, or domain; and this is an idiom of the language in common use. By applying this rule to the present occasion, and supplying the medial *b* as an euphonic, which is perfectly consonant to the usual procedure of the language, we have a word which means *the residence of Brama*, or the place where that god is worshipped.

Rababu—(one of the two great mountains whose soil and elevation give rise to the climate and productions of Europe).—Its name is derived from *Ro*, great, and *babu*, mother, the great mother, or the mother of mountains. —Of the words which compose this, and many other names of places, it ought to be observed, that they are not from the modern, but the more antiquated and obsolete dialect of the Javanese.

Murapi—(the sister mountain of the last.)—This is composed of *moro*, mixed, and *api*, fire, words which are meant to express the volcano which exists in this mountain.

Sourabaia—(properly written Suroboyo, or, according to the rank of the speaker, Suroprinu, Surobani, and Surowasti).—It is composed of *Suro*, bold, resolute, and *boyo*, difficulty. Prinu, bani, and wasti, are of the same import with boyo.

Mojopahit—(the seat of Javanese empire, before the introduction of the Mohammedan religion).—This is also according to the rank of the speaker *Mojo-lanku*. The place takes its name from a tree called the mojo, and the bitter quality which is there peculiar to its fruit; for pahit, lanu, and lanku, all express the quality of bitterness.

Cheribon.—The original and correct pronunciation and orthography of this word is Charuban, which is derived from Charub, to mix. Charuban means the mixture, and alludes to the mixed nature of the dialect of the people of Cheribon, which is a compound of Javanese, Sunda, and Malay.

Jaccarta.—This word is more than usually corrupted. Its true orthography is Jocarto, being derived from Jo, great, and Carto, flourishing, great and flourishing.

Palembang—(the history of the foundation of this colony is preserved in Javanese story.)—The word is derived from lemban, to leap—Palemban, or Palembanan, signifies a single leap, or the place where the foot rests after a leap, because here voyagers from Java to the continent of Asia were wont to touch. A rude and barbarous people are likely to draw their comparisons from objects mean and homely.

FABER.

PLATE CCCXCIII.

Being the Frontispiece to this Volume.

THE following is a copy of the inscription on the monument of Captain PHILIP DE SAUMAREZ, R. N. erected in Westminster Abbey.

Sacred to the Memory of

PHILIP DE SAUMAREZ,

One of the few whose Lives ought rather to be measured by their Actions than their days.

From sixteen to thirty seven years of age he served in the navy, and was often surrounded with dangers and difficulties unparalleled, always approving himself an able, active and gallant officer. He went out a lieutenant on board his majesty's ship the Centurion, under the auspicious conduct of Commodore Anson in his expedition to the South Seas. He was commanding officer of the said ship, when she was driven from her moorings at the isle of Tinian. In the year 1746, being Captain of the Nottingham, a sixty gun ship, he (then alone) attacked and took the Mars, a French ship of sixty-four guns. In the first engagement of the following year, when Admiral Anson defeated and took a squadron of French Men of War and Indiamen, he had an honourable share; and in the second, under Admiral Hawke, when the enemy, after a long and obstinate resistance, was again worsted, in pursuing two ships that were making their escape, he gloriously, but unfortunately fell. He was the son of Matthew De Saumarez, of the Island of Guernsey, Esq. by Anne Durell, of the Island of Jersey, his wife. He was born November 17, 1710; killed October 14, 1747, buried in the old church, Plymouth, with all the honour due to his distinguished merits; and this monument is erected out of gratitude and affection by his brothers and sisters.

Naval Poetry.

ON CAPTAIN LAMBERT,

Of his Majesty's late Ship Java, written by George Wrattislaw, Esq. of Magdalen College, Oxford, for Captain Page, R.N. at Gosport, May 15, 1813.

A GENTLE spirit, yet a dauntless heart,
Where worth and valour claim'd an equal part;
In whom the hero, friend, and husband shone,
And all the virtues mingled into one;
Whose every action spoke an honest zeal,
And foremost in his thoughts his country's weal;
Such once was Lambert:—Once the good and brave,
Now sunk, alas! in glory's honour'd grave:

While the lone Mourner, in her widow'd state,
Bewails the sad severity of fate;
And the rough seaman wets his manly eye,
Where, cold in death, the hero's ashes lie;
Or, as he sighing, quits the fatal shore,
Turns his last ling'ring look to "Salvador."

NAVAL HISTORY OF THE PRESENT YEAR, 1813.

(May—June.)

RETROSPECTIVE AND MISCELLANEOUS.

THE principal occurrence which has taken place since our last Retrospect (though not strictly naval), we still deem so important as to be noticed under the present head; we mean the Armistice lately concluded between the Emperor of Russia and King of Prussia on one part, and the Emperor of the French on the other.—What effect the present cessation of hostilities between the powers alluded to, may have on the politics of Europe, it is not possible for us to foresee—various are the reports in circulation—the principal one being, that a general Congress is about to take place, for the purpose of putting an end to the present war, and that his Majesty's government have been invited to send a minister to assist at the Convention. If a minister is sent on the part of the British government, we know of no person more fit to fill so high a situation, than the Marquis of Wellesley—that nobleman possessing, in a superior degree, the necessary qualifications for so important a mission. Should a general peace be the result of the Congress, we feel confident it would reflect honour on the British government.

From America, no very particular intelligence has reached us during the present month. We were in hopes, ere this, to have announced the capture of the American navy; and as our admiral commanding in chief on that station, has sufficient force to effect so desirable an object, we trust, before another month elapses, to lay before our readers, what we conceive ought long since to have happened.

We are happy to announce the arrival of a valuable fleet from the West Indies, consisting of 226 sail, under convoy of H. M. S. Cumberland, of 74 guns, Captain Baker; the Tribune, of 36 guns, Captain Reynolds; Scorpion sloop of war, Captain Giles; and Hyæna store-ship, after a fine passage of seven weeks from St. Thomas's.

The Menelaus, Captain Sir Peter Parker, Bart.; Unicorn, Captain Salt; and Primrose, Captain Phillott, are appointed convoy for Newfoundland, Quebec, and Halifax. Captain Salt, we regret to state, has

been attacked with apoplexy. He was dressing himself, on his arrival from Plymouth, to wait upon Sir Richard Bickerton, when the palsy came on, and he was afterwards considered in a state of danger.—He has since recovered a little.

The Patriotic Fund have presented Lieutenant Michael Dwyer, of the royal navy, with a sword, value 50 guineas, for his gallantry in an attack on a very superior force of the enemy, while commanding the boats of his Majesty's ship Minstrel, at Biendorme, coast of Valentia, on the 12th of August, 1812, on which occasion he received 22 bayonet wounds in various parts of his body, and a musket-ball through his shoulder, which deprived him of the use of his right arm.

An extensive naval promotion, we understand, will take place on the first of August—the anniversary of the Battle of the Nile.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, MAY 15, 1813.

Extract of a Letter from Captain Sir Thomas John Cochrane, of H.M.S. Surprize, addressed to Captain Baker, of the Cumberland, and transmitted by Rear-admiral Sir Francis Laforey, to John Wilson Croker, Esq.

H. M. S. Surprize, off Barbadoes, January 22, 1813.

I HAVE the honour to inform you, that while running down in a direction I thought most likely to rejoin you, I fell in with, on the evening of Saturday the 16th instant, and after a chase of two hours and a half, captured the American privateer brig Decatur, pierced for fourteen, but mounting twelve guns, and 82 men, out from Boston 21 days. A shot wounded two of her men, one of whom is since dead.

A List of Vessels captured and detained by the Squadron under the command of Rear-admiral Cockburn, between the 18th of February, and 22d of March, 1813.

American brig Elizabeth, from New Haven, bound to Martinique, laden with lumber, captured by the squadron, February 21, 1813; sent to Bermuda. American schooner Hannah, from New York, bound to East Port, laden with rice and corn, captured by the squadron, February 24, 1813; sent to Bermuda. Portuguese brig Cidade de Lisboa, from Lisbon, bound to New York, laden with oranges and lemons, detained by the squadron, same date, sent to Bermuda. American schooner Theresa, from Boston, bound to South Carolina, laden with sundries, captured by the Narcissus, February 25, 1813; sent to Bermuda. American schooner Traveller, from North Carolina, bound to Rhode Island, laden with corn, captured by the Narcissus, Feb. 26, 1813; destroyed. American schooner Fanny, from Elenton, bound to Boston, laden with corn, captured by the Narcissus, same date; destroyed. American schooner Syren, from

Elenton, bound to Boston, laden with corn, captured by the Narcissus, same date; given up to land prisoners. American sloop Solon, from North Carolina, bound to Boston, laden with corn, captured by the Narcissus, same date; destroyed. American schooner Nancy, from York Town, bound to Salem, laden with corn, captured by the Narcissus, same date; employed as a cartel. Swedish brig Gustavus, from Cuba, bound to Boston, laden with coffee and molasses, detained by the squadron, February 28, 1813; sent to Bermuda. Swedish schooner Christina, from Alexandria, bound to Fayal, laden with flour, detained by the squadron, March 3 1813; sent to Bermuda. American pilot-boat Ulysses, from New York, on a cruise, captured by the Narcissus, same date; manned as a tender to the squadron. American pilot-boat Hornet, from Baltimore, on a cruise, captured by the Dragon, same date; manned as a tender to the squadron. American schooner Betsy Ann, from Alexandria, bound to Boston, laden with flour, captured by the Fantome, March 4, 1813; destroyed; American schooner Harmony, from Richmond, bound to Newbury, laden with flour, captured by the squadron, March 5, 1813; the flour, 89 barrels, taken on board the Marlborough, and vessel destroyed. Portuguese brig Princeza, from Baltimore, bound to Lisbon, laden with flour and corn, detained by the squadron, March 6, 1813; sent to Bermuda. American schooner letter of marque Sydney, of 3 guns and 11 men, from Baltimore, bound to Havannah, laden with flour, captured by the boats of the squadron, March 9, 1813; sent to Bermuda. American schooner Albert, from Baltimore, bound to Laguira, laden with flour, captured by the squadron, same date; sent to Bermuda. American schooner Mary, from Baltimore, bound to Rhode Island, laden with flour and corn, captured by the Maidstone, March 10, 1813; cargo taken out, and vessel burnt. American pilot-boat Flowing Cann, from Hampton, bound to Norfolk, laden with oysters, captured by the Maidstone, same date; cargo taken out, and made a tender by Maidstone. American pilot-boat, name unknown, from Baltimore, bound to Norfolk, laden with oysters, captured by the Maidstone, March 10, 1813; cargo taken out, and made a tender by Laurestinus. American sloop Sincerity, from Baltimore, bound to Boston, laden with flour, captured by the Maidstone, same date; sent to Bermuda. American schooner Bona, from Havannah, bound to Baltimore, laden with coffee and logwood, captured by the Maidstone, March 12, 1813; sent to Bermuda. American sloop, name unknown, from Baltimore, laden with sundries, captured by the Maidstone, March 13, 1813; cargo taken out, and vessel destroyed. Swedish brig, from Martinique, detained by the Poictiers, same date. American schooner Relief, from Petersburgh, bound to Richmond, laden with oyster shells, captured by the boats of the squadron, March 16, 1813; vessel destroyed. American schooner Independant, from Richmond, bound to Norfolk, laden with tobacco and hemp, captured by the boats of the squadron, same date; cargo taken out, vessel destroyed. American sloop Nancy, from Hampton, laden with oysters, captured by the boats of the squadron, March 17, 1813; destroyed. American pilot-boat Defiance, from Hampton, captured by the boats of the squadron, same date; fitted as a tender. American brig Mary Barrett, from Boston, bound to Lisbon, laden with flour and corn, captured by the boats of the squadron, March 18, 1813. American ship General Knox, from Alexandria, bound to Cadiz, laden with flour, captured by the boats of the squadron, same date. American schooner Accommodation, from Richmond, bound to Norfolk, laden with whisky, captured by the boats of the squadron, March 19, 1813; cargo taken on board Marlborough, vessel burnt. American brig Massasoit, from Richmond, bound to Portland, laden with flour, captured by the boats of the squadron, same date. American schooner Sally,

from Norfolk, laden with flour, captured by the boats of the squadron, same date. American schooner Amazon, from Norfolk, bound to Boston, laden with flour, corn, and tobacco, captured by the squadron, March 22, 1813.

GEO. COCKBURN, Rear-admiral.

A Return of American Vessels captured by the Squadron under the command of Edward Thornbrough, Esq. Vice-admiral of the Red, and Commander-in-chief on the Irish Station, or sent to Cork Harbour by other Ships, since the Commencement of the present War.

Brig Perseverance, of 9 men, and 160 tons, from Lisbon, bound to Porta Perry, in ballast, captured by the Sybille, July 28, 1812. Ship Catherine, of 13 men, and 324 tons, from Archangel, bound to New York, laden with hemp, tallow, bristles, and mats, captured by the Leonidas, July 31, 1812. Brig Wasp, of 7 men, and 163 tons, from Cadiz, bound to Cork, in ballast, captured by the Earl Spencer, August 6, 1812. Schooner Polly and Sally, of 70 tons, from Oporto, bound to Archangel, laden with wine, captured by the Trent, August 12, 1813. Ship Rhodie and Betty, of 11 men, and 232 tons, from Cadiz, bound to Liverpool, in ballast, captured by the Talbot, August 3, 1812. Brig Rising States, of 7 men, and 81 tons, from Lisbon, bound to New York, laden with wine, bale goods, &c. captured by the Fortunée, August 28, 1812. Brig Warren, of 9 men, and 173 tons, from New Providence, bound to Lisbon, laden with flour, bread, Indian corn, &c. captured by the Sybille and Fortunée, September 5, 1812.

EDWARD THORNBROUGH, Vice-admiral.

Trent, Cork Harbour, March 28, 1813.

Account of an American Vessel detained and sent into Portsmouth.

The Dart, of 160 tons, bound to Bourdeaux, laden with cotton, &c. captured by the Dotterel; arrived March 21, 1813.

Account of a Recapture, by his Majesty's Sloop Heron.

Portuguese ship Desirada Paz, taken by a French privateer, and retaken by the Heron; arrived April 7, 1813.

Account of two Vessels taken by his Majesty's Ships undermentioned, under the Orders of Admiral Lord Keith.

American schooner Tyger, of 263 tons, from Bourdeaux, bound to New York, laden with brandy, &c. taken by the Medusa, Scylla, and Whiting; arrived March 22, 1813. American ship Magdalene, of 355 tons, from Morbihan, bound to Baltimore, taken by the Superb, Pyramus, and Rover; arrived April 15, 1813.

MAY 13.

Extract of a Letter from Captain Harris, of H. M. S. Belle Poule, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

H. M. S. Belle Poule, at Sea, May 11, 1813.

I have the pleasure to inform you, that we captured, after a chase from five P.M. to half-past two A. M. this morning, the Revenge American letter of marque schooner, thirty-seven days from Charleston to Bourdeaux; she is a new vessel, copper-bottomed and fastened, pierced for sixteen guns, having on board four long nine-pounders, and 32 men.

MAY 25.

Copy of a Letter from Admiral the Right Hon. Sir John Borlase Warren, Bart, and K.B. Commander-in-chief of H. M.'s Ships and Vessels, on the North American Station, to John Wilson Croker, Esq. dated on board the San Domingo, off Annapolis Chesapeak, 20th of April, 1813.

SIR,

I request you to inform their lordships, that in proceeding up this bay, off the river Rappahannock, five sail of armed vessels were discovered; immediately ordered the Maidstone and Statira, with the Fantome and Mohawk brigs, and Highflyer tender, to pursue them into the river; however, it falling little wind, the signal for the boats of the squadron, manned and armed, was repeated, and they were all sent in under the direction of Lieutenant Puckinghorne, of this ship; and after a most gallant attack from the officers, seamen, and marines in the boats, and a determined resistance from the enemy's vessels, who were prepared to receive them, the whole were carried, with the loss of two killed, and eleven wounded, on our side.

I beg leave to refer their lordships to the enclosed letter, from Lieutenant Puckinghorne, for further particulars of this brilliant affair, which I trust will meet with their lordships' approbation.

Lieutenant Brand having formerly lost an arm, and being so unfortunate as to lose his remaining one, as a volunteer upon this occasion, I trust their lordships will confer a mark of reward for the misfortune of a most courageous, zealous, young man. I have the honour to be, &c.

JOHN BORLASE WARREN.

SIR, *H.M.S. San Domingo, in the Chesapeake, April 3,* 1813.

In pursuance of orders to proceed with the boats of the squadron you did me the honour to place under my command, and attack the enemy's vessels at the mouth of the Rappahannock, I have to inform you, that, after rowing fifteen miles, I found they were four armed schooners drawn up in a line a-head, apparently determined to give us a warm reception; notwithstanding their formidable appearance, and the advantage they would necessarily derive from mutual support, I determined to attack them, the issue of which is such as might have been expected, from the brave men you did me the honour to command, and is as follows, *viz.*

Arab, of 7 guns, and 45 men, run on shore and boarded by two boats of the Marlborough, under Lieutenants Urmston and Scott.

Lynx, of 6 guns, and 40 men, hauled her colours down on my going alongside in the San Domingo's pinnace.

Racer, of 6 guns, and 36 men, boarded and carried, after a sharp resistance, by the San Domingo's pinnace.

Dolphin, of 12 guns, and 98 men. The guns of the Racer were turned upon her, and then gallantly boarded by Lieutenant Bishop, in the Statira's large cutter, and Lieutenant Liddon, in the Maidstone's launch.

It would be an injustice to all those officers and men, were I not to bear testimony to their gallant and intrepid conduct; it was such as to merit the highest encomium.

I herewith enclose a list of the killed and wounded, and have the honour to be, &c.

J. PUCKINGHORNE.

The Right Hon. Sir John Borlase Warren, Bart. and K.B. &c. &c. &c.

P.S. The enemy's loss, as far as I have been able to ascertain, is five killed, and one died since of his wounds, and ten wounded.

A List of Officers and Men killed and wounded in the Boats of his Majesty's Ships San Domingo, Marlborough, Maidstone, Statira, Fantome, and Mohawk, under the command of Lieutenant Puckinghorne, in the River Rappahannock, on the 3d day of April, 1813.

SAN DOMINGO.—*Killed*—Robert Twigg, marine.

Wounded—J. Puckinghorne, lieutenant, slightly; —— Flint, lieutenant royal marines, severely; —— Brand, lieutenant, arm amputated; Thomas Barns, marine, severely; James Foster, marine ditto; Patrick O'Neal, seaman, ditto; John Lee, seaman, ditto; Michael Coyle, seaman, slightly.

MARLBOROUGH.—None killed or wounded.

MAIDSTONE.—None killed or wounded.

STATIRA.—*Killed*—William Bowes, seaman.

Wounded—John Sleigh, midshipman, severely; Evan Edmonds, seaman, ditto; Robert Boyd, seaman, ditto; William Spencer, seaman, ditto.

FANTOME.—None killed or wounded.

MOHAWK.—None killed or wounded.

Total—2 killed, 11 wounded.

Copy of a Letter from Captain Lumley, of H. M. S. Narcissus, addressed to Admiral Sir John B. Warren, and transmitted by the Admiral to John Wilson Croker, Esq.

H. M. S. Narcissus, Cape Henry, N. 55 W. distant 32 Miles, March 30, 1813.

I beg leave to acquaint you, that in obedience to your signal made to me yesterday morning, to chase the Stranger, in the south-east quarter, no time was lost in weighing our anchor, and making all sail after her, and by our superior sailing we got within gun-shot at half-past three, when she hoisted American colours, and commenced firing her stern chacer at us, which she continued to do until nearly alongside, when she struck; on our boarding, she proved to be the Revenge, American privateer brig, belonging to Norfolk, commanded by Mr. Woodbury Langdon, of 212 tons, and 89 men, pierced for 18 guns, but had only 12 mounted, 10 12-pounders, carronades, and two long nines.

Copy of a Letter from the Hon. Captain Percy, of H. M S. Hotspur, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

MY LORD, *Hotspur, at Sea, May 18, 1813.*

I beg leave to acquaint your lordship, that, after a chase of five hours, I this day captured the French ship letter of marque L'Imperatrice Reine, commanded by M. Honore Lefebvre. She is pierced for 20 guns, having only two on board, with a complement of 50 men, and five passengers: ten of her guns were thrown overboard during the chase.

I have the honour to be, &c.

JOCELINE PERCY, Captain.

MAY 29.

Copy of a Letter from Admiral Lord Keith, K. B. to John Wilson Croker, Esq. dated in Hamoaze, May 25, 1813.

SIR, *Superb, in Hamoaze, May 25, 1813.*

The Alphea schooner has just arrived from the north coast of Spain, and

brings intelligence of the capture of Castro, by the enemy, on the 11th instant, after a defence that reflects great honour on all concerned.

The particulars are detailed in the enclosed copies of letters from Captain Bloye, of his Majesty's sloop Lyra, whose exertions, with the force that was with him, appear to have been highly meritorious.

He bears the strongest testimony to the zeal of Captains Bremen and Taylor, as well as to that of the officers and crews of the Lyra, Royalist, and Sparrow.

Lieutenant M'Donald, of the Alphea, states, that he communicated with the coast, after leaving Bermeo, and was informed that the enemy had lost in the different attacks at least two thousand five hundred men.

I have the honour to be, &c.

J. W. Croker, Esq. &c. KEITH, Admiral.

MY LORD, *H. M. Sloop Lyra, May* 15, 1813.

Conceiving that the surrender of Castro should be known in England as soon as possible, and the Alphea schooner being about to proceed to Plymouth, I herewith transmit to you a duplicate of my letter to Captain Sir George Collier, giving an account of that event, and of the operations of the vessels under my orders, in assisting in its defence, and in removing the garrison.

From various reports I have since received, I am informed that the loss of the enemy was so great, that the conquest of Castro, instead of being celebrated as a victory, as was usual on other occasions of any advantage, created an universal gloom among the French.

I have the honour to be, &c.

ROBERT BLOYE, Captain.

Admiral Lord Keith, K.B. &c.

SIR, *H. M.'s Sloop Lyra, off Bermeo, May* 13, 1813.

In my letter of the 4th instant, I informed you of my arrival off Castro, in company with his Majesty's sloops Royalist and Sparrow, and that the enemy having been twice repulsed from before the walls of Castro, had again invested it since the 25th of April, with increased forces, and of the measures taken by the squadron to assist in its defence; I have now the honour to communicate to you our subsequent operations.

On the 5th and 6th no material movement took place. The enemy were in such numbers in the surrounding villages, that the garrison did not make another sortie after the 4th. We perceived them making fascines in the woods.

On the 7th we discovered that they were throwing up a battery to the westward of the town. A 24-pounder was landed with great difficulty, from the Sparrow, on a small island within point-blank shot of it, and a battery erected, which by great exertion was nearly ready for its reception on the following morning, at which time the enemy commenced their fire from two twelve-pounders against it, which was briskly returned by the castle, and about three in the afternoon by our 24-pounder, and with such effect, that one of their embrasures was rendered perfectly untenable before night. The enemy were discovered also constructing a large battery to the south-west of the town, within one hundred yards of the wall, under cover of a large house, and against which the guns of the castle could not be brought to bear. A long brass 12-pounder was mounted on the castle, by the assistance of our people, but it unfortunately burst, after having been fired a few times. The whole of the 9th a heavy fire was kept up on both sides, and every exertion made to strengthen the defences,

The most determined spirit of resistance animated the governor, Don P. P. Alvarez, and every officer and soldier under his command, and the enemy had received signal proofs of their perseverance and courage in the two preceding attacks. We could see troops approaching in every direction, and we received intelligence, that besides the artillery they had received, from Santonce before our arrival, they had also several guns embarked at Portugalette. I therefore took every precaution to prevent their conveyance by sea, by sending at one time the Sparrow off that port, and at another the Royalist, and keeping a strict guard of boats by night.

On the 10th the enemy commenced throwing shells from a battery they had constructed to the south-east of the town with great effect; they were also busily employed in erecting two other batteries, one to the southward of the town, and the other to flank our works on the island. They also sent a strong body of men behind the rocks to annoy our people with musketry; but they were soon dislodged by the fire of a four-pounder on the island, and two companies of Spanish troops. A battery for another 24-pounder was begun by Captain Taylor, on the island, flanking the enemy's principal battery, and the gun mounted and ready for firing at daylight on the 11th. The enemy at the same moment opened a very heavy fire from their south-west battery, with such effect, that, notwithstanding the brisk manner in which it was returned from our 18 pounder carronade mounted on the castle, the troops on the walls, and our battery on the island, they had made a breach large enough to admit 20 men abreast before noon. The enemy were now advancing towards the town in immense numbers; and as our position on the island was not tenable in the event of their storming, I directed Captain Taylor, of the Sparrow, who had undertaken the management of it, to re-embark the guns and men, and made the necessary arrangements with the governor to embark the garrison, after having destroyed the guns and blown up the castle.

The enemy having destroyed the walls, turned their guns on the town and castle, throwing shells incessantly at the bridge, connecting the castle with the landing place, endeavouring to cut off the retreat of the garrison; about nine P.M. at least three thousand men rushed at once into the town from every quarter, not only by the breaches, but also by scaling. They were most gallantly resisted by the garrison, who disputed the town, house by house, until they were overwhelmed by numbers, and obliged to retreat to the castle; the ships' boats and launches were in readiness to receive them, and they were embarked by companies, under a tremendous fire of musketry, and distributed to the three brigs and Alphea schooner, except two companies, which remained to defend the castle until the guns, &c. were destroyed. The enemy advanced to the castle, but were successfully resisted, until every gun was thrown into the sea; but they unfortunately gained the inner wall before the train for blowing up the castle was set on fire, in consequence of which that part of my wishes was frustrated; I have, however, the pleasure to say, that every soldier was brought off, and many of the inhabitants. The town was set on fire in many places, and must, I think, have been entirely destroyed. As soon as every thing was embarked, the squadron weighed and proceeded to Bermeo, where the troops were landed yesterday morning.

I have the highest gratification in having to mention the cheerful, yet fatiguing exertions, of every officer and man employed. Captains Bremen and Taylor contributed by their advice and assistance every thing possible for the defence of the place, and for the safety of the garrison; indeed one universal feeling of the warmest admiration seemed to animate every one in saving so many brave men's lives. It must readily occur to you, in the execution of such services as I have now detailed, the most arduous exertions of every one, in so small a force, must have been necessary.

Nor must I omit my own tribute of applause, at the manner in which Governor Don P. P. Alvarez, and every officer and man in the garrison, employed every means in their power to defend the place, so long as the slightest hope remained of saving it. Every thing I suggested was agreed to with the greatest promptitude, and every exertion made to second my wishes.

The garrison consisted originally of twelve hundred men, and I am happy to say their loss has been much less than I expected, consisting of about fifty killed, and as many wounded.

I have great pleasure in informing you, our loss has been trifling to what might have been expected, consisting of ten wounded, four in the Royalist, and six in the Sparrow. Lieutenant Kentish, of the Royalist, was slightly wounded in the leg; and Mr. Sutton, midshipman, received a musket-ball in the leg, while embarking the garrison, which rendered amputation necessary: Captain Bremen speaks of his general conduct in the highest terms, and I was an eye-witness of his intrepidity in saving the garrison, amidst a shower of musket-balls.

From the intelligence received, I have every reason to believe there were not less than 13,000 men before Castro: the enemy collected his troops from every post in the province, and seemed determined to take it, let it cost what it would. No terms were ever offered; but as soon as the breach was sufficiently large, they marched to the assault, putting every one to the bayonet, without distinction; I cannot of course form any estimate of their loss, but from the fire kept up by the batteries, and by the troops before they retreated, I am persuaded it must have been very great.

One hundred and forty French prisoners are just arrived at Bermeo, taken by Don Gaspar; I have directed the Royalist and Sparrow, to convey them to Corunna with a company of artillery, part of the late garrison of Castro, and shall remain with his Majesty's sloop under my command off Castro, to impede the enemy's communication by sea, and prevent any merchant vessels from falling into their hands, until I receive your further orders. I have the honour to be, &c.

ROBERT BLOYE, Commander.

To Captain Sir George Collier, Surveillante.

P.S. Enclosed is a list of wounded.

List of the Returns of Wounded on board H. M.'s Sloops Lyra, Royalist, and Sparrow, between the 7th and 13th May, 1813.

LYRA.—None killed or wounded.

ROYALIST.—Lieutenant S. Kentish, slightly; Mr. C. J. Sutton, midshipman, severely; Mr. Charters, carpenter, slightly; John Lloyd, captain of the foretop, slightly.

SPARROW.—Charles Weir, quarter-gunner, severely; Thomas Collette, quarter-master, slightly; Thomas Sullivan, seaman, slightly; Edward Roberts, seaman, slightly; Thomas Gay, marine, severely; William Watson, marine, slightly.——Total—10.

ROBERT BLOYE, Captain.

Copy of a Letter from Captain Seymour, of H. M. S. Leonidas, addressed to Vice-admiral Thornbrough, and transmitted by Admiral Sir Robert Calder, to John Wilson Croker, Esq.

SIR, *Leonidas, at Sea, May 23, 1813.*

I have the satisfaction to acquaint you, that H.M.S. under my com-

mand, has just captured the American schooner privateer Paul Jones, of 16 guns, and 85 men, commanded by Mr. Archibald Taylor; she has been absent two months from New York, and has made three prizes. Five men were wounded on board her by our fire during the chase.

I have the honour to be, &c.

G. F. SEYMOUR, Captain.

Edward Thornbrough, Esq. Vice-admiral of the Red, Commander-in-chief, &c.

A Return of Vessels captured and destroyed by H. M. S. Æolus, the Right Hon. Lord James Townsend, Captain, between the 18th January and March, 1813.

American ship Resolution, laden with molasses, captured by the Æolus, February 5, 1813; sent to Bermuda. American ship Eliza, laden with cotton, captured by the Æolus, February 10, 1813; sent to Bermuda. American ship Rose, laden with cotton and logwood, captured by the Æolus, same date; sent to Bermuda. American ship Jacob Getting, laden with rice and corn, captured by the Æolus and Sophie, February 18, 1813; sent to Bermuda. American ship Elizabeth, laden with cotton, captured by the Æolus and Sophie, February 24, 1813; sent to Bermuda. American ship Federal Jack, laden with light-houses, captured by the Æolus and Sophie, March 2, 1813; sent to Bermuda. Spanish ship La Anna, laden with flour and bread, captured by the Æolus and Sophie, March 9, 1813; sent to Bermuda.

JOHN WARREN.

A List of Vessels captured and destroyed by the Boats of the Squadron under the Command of Lieutenant Puckinghorne, of the San Domingo, detached in chase by Signal, April 3, 1813.

American ship Atlas, of 260 tons, and 12 men, from Rapphannock, bound to Lisbon, laden with flour and corn, captured by the boats, April 3, 1813. American schooner Virginia, of 80 tons, laden with wheat, captured by the boats, at Rapphannock, April 4, 1813. American sloop Victory, of 130 tons, in ballast, captured by the boats, at Rapphannock, same date. American schooner Rover, of 40 tons, in ballast, captured by the boats, at Rapphannock, same date. American schooner Sisters, of 50 tons, in ballast, captured by the boats, at Rapphannock. American schooner Dash, laden with sundries, on passage from Bermuda, captured by the San Domingo, March 18, 1813. American schooner Nimble, laden with cotton, from Charleston, bound to Rhode Island, captured by the Ramillies, March 19, 1813. American sloop, name unknown, laden with cotton, from Charleston, captured by the Statira, same date. American schooner Nautilus, from Windsor, bound to Boston, captured by the Statira, March 20, 1813. American sloop, name unknown, captured by the Mohawk, same date.

JOHN WARREN.

A List of Vessels captured and destroyed by the Squadron under Rear-admiral Cockburn, on the 17th April, 1813.

American sloop Jefferson Packet, from Baltimore, with passengers and a few packages, captured by the boats of the squadron, Marlborough, Statira, Maidstone, and Fantome in company. American sloop Juliana, laden with salt, captured by ditto, the above ships in company. American sloop Jane, laden with plank, captured by ditto, the above ships in company. American schooner William and Dorcas, laden with lumber, oars, and 15,000 feet of plank, captured by ditto, the above ships in com-

pany. American sloop Friendship, laden with wood, captured by ditto, the above ships in company. American schooner Liberty, laden with plank, from Oxford, captured by ditto, the above ships in company. American schooner Interfere, laden with lumber, from Oxford, captured by ditto, the above ships in company. American schooner Maria, laden with billet wood, captured by ditto, the above ships in company. American schooner, name unknown, laden with lumber, captured by ditto, the above ships in company. American schooner, name unknown, laden with lumber, captured by ditto, the above ships in company.

JOHN WARREN.

JUNE 12.

Copy of a Letter from Captain Taylor, of H. M. S. Apollo, addressed to Rear-admiral Fremantle, and transmitted by Vice-admiral Sir Edward Pellew, to John Wilson Croker, Esq.

SIR, *H. M. S. Apollo, off Otranto, Dec. 22, 1812.*

As the position of the tower of St. Cataldo (which is the strongest between Brindisi and Otranto), afforded great protection to the enemy's vessels, and having yesterday, with the Weazle, chased a trabaccalo to it, I was induced to endeavour its destruction.

The boats were under Lieutenant George Bowen, of the Apollo, and Michael Quin, of the Weazle.

The enemy became so much discouraged at Murat's Neapolitan colours being cut down by the first shot of the barge, that the tower was carried without the assistance of the ships, or (I am happy to add) any loss.

It contained a telegraph, three guns, and three swivels, and is blown up; the vessel was without a cargo. I have the honour to be, &c.

B. W. TAYLOR.

Promotions and Appointments.

Admirals and Captains appointed.

Vice-admiral Wm. Domett, to be commander-in-chief at Plymouth, *vice* Sir Robert Calder, Bart.

Captain William Skipsey, to the Centurion; Robert Forbes, to the Creole; John Davis (2), to the Anacreon; Edward Dix, to the Royal Oak; Sir W. G. Parker, to the Fly; H. J. S. Hargrave, to the Teazer; George Bell, to the Medusa; Frederick Vernon, to the Challenger; Captain R. W. Otway, to the Ajax; Ross Donnelly, to the Devonshire; T. L. Maitland, to the Goliath; Henry Prescott, to the Eridanus; Wm. Peake, to the Rosario.

Lieutenant Henry Ducie Chads, who so gallantly fought the Java, after the fall of Captain Lambert, has been promoted to the rank of commander, and appointed to the Colombia, on the Halifax station.

Hon. Captain Fred. Wm. Aylmer, to the Lively: Francis Mason, to the President; Thomas Elphinstone, to the Dublin; Fred. Langford, to the Cydnus; Wm. Heat, to the Vesuvius; Clement Milward, to the Herald; Henry Wm. Herrick, to the Arrogant; Samuel Warren, to the Blenheim; P. Rainier, to the Niger; Hon. G. Proby, to the Laurel; Wm. Henderson, to the Dasher.

Lieutenants, &c. appointed.

E. R. O. Farquharson, to the Revolutionaire; John George Aplin,

to the Arrow schooner; Henry Davis (3), to the Revolutionaire; William Smail, to the Akbar; Thomas Ritchie, to the Cherokee; George Brooks, to the Brazen; John Lyons, to the Anacreon; Edward Phillips, to the Calliope; R. S. Simmonds, to the York; Henry Crease, to the Menelaus; Thomas L. Wilkinson, to the Amphion; James A. Purches, to the Challenger; John Julian, to the Racer; John Barclay, to the President; Henry Ogilvie, to the President; James Bance, to the Eridanus; Charles Grisdale, to the Cydnus; Amos Plymsell, to the Challenger; George Gordon, to the Salvador; Henry J. P. Proby, to the Britomart; Wm. Lowcay, to the Teazer; George C. Blake, to the Rivoli; James Hesleden, to ditto; Pat. Finucane, to ditto; Samuel Sison, to the Akbar; John W. Pritchard, to ditto; James Rogers (1), to the Rippon; Michael Stackpole, to the Centurion; John Smith (8), to the Devastation; W. G. Roberts, to the Medusa; Alexander Young, to the Bellona; John Kingdom (2), to the Akbar; B. N. Hoar, to the Grasshopper; George Young (3), to the Brevdagereen; Edward Richards, to the Tigre; Michael Tomlinson, to the Parthian; Abel Hawkins, to the Endymion; John Powney, to ditto; Francis Ormond, to ditto; Benjamin Ashley, to the Creole; James Davies, to ditto; Wm. Crichton, to ditto; Joseph Greenway, to the Anacreon; Thomas Sanders, to the Egmont; James G. Osborne, to the Queen; Daniel Miller (2), to the Fly; A. Palmer, to the Chatham; J. Barclay, to the President; B. Bell, to the Albion; R. Crawford, to the Centurion; T. E. Cole, to the Pyramus; D. O'Brien Casey, to the Clarence; W. Dickson, to the Grasshopper; Edward Elers, to the Hector prison-ship; F. W. Ellis, to the Revenge; T. Flin, to the signal station at North Shields; F. Fead, to the Monmouth; Edmund Howe Fitzmaurice, to the rank of lieutenant, and to the Dragon; Hon. E. Gordon, to the Seahorse; M. Lindsay, to be a commander; J. T. Lemoyne, to the Queen; William Lambert, to the Medway; A. Robinson, to the Drake; J. Rowe, to the Enchantress; C. G. Randolph, to the Eurotas; T. Smith (3), to the Venerable; W. Stackpole, to the Rivoli; B. N. Howe, to the Grasshopper; D. Salter, to the gun-boat service on the Elbe; D. Welch, to the Rivoli; F. H. Woodcock, to the Ethalion; H. Wise, to the Cydnus; G. Young, to the Rivoli; James Seagrove, to the Menelaus; W. Stopford, to the Kangaroo; H. Ogilvy, to the President; J. Sanders, and A. Purkis, to the Niger; S. Spencer, midshipman, to be a lieutenant; Wm. Truss, to the Salvador.

Chaplains.—Rev. J. Harrison, to the Bellerophon; G. T. Rennell, to the Raisonable.

Pursers.—J. Norcock, from Ceylon, to the Severn, a 44-gun frigate, building; E. Scott, of the Topaze, to the Creole; J. Watts, of the Bacchus, to the Searus; Wm. Hancock, of the Rippon, to the Blake; E. Higginson, of the Bermuda, to the Hornet; A. Webster, to the Brevdragereen; W. Thompson, purser of the Vanguard, to the Vindictive, *vice* Clewlow, deceased; M. Kippon, of the Cordelia, to the Bacchus; M. Ferrier, to the Ildefonso; F. B. Flynn, to the Standard; T. Young, of the Banterer, to the Brilliant; J. Mitchell, from the Ildefonso, to the Cornwallis; John Salter, of the Thalia, to the Granicus; W. A. Paddon, of the Otter, to the Wasp; George Robson, to the Cordelia; J. Yorston, of the Pert, to the Leven; C. Ross, of the Devonshire, to the Rippon; G. Nicholls, of the Sabrina, to the Magicienne; W. Tynham, of the Magicienne, to the Stately; C. Green to the Fly; G. Gurdon, from the Levant, for the Blonde; J. D. Jones, of the Rover, to the Alphea; Robert Hill, of the Alphea, to the Liffey;

John Slater, of the Falcon, to the Acorn; John Ravill, of the Argus, to the Banterer; J. Gibson, of the Braakel, to the Forth; —— Ross, to the Rippon; Mr. Handcock, to the Blake; John Porter, to the Fylla; J. Jones, to the Amphion; J. Kitching, to the Argus; John Goldsmith, to the Devonshire; H. Jones, to the Medway.

Masters.—Mr. Robert Beadwell, to the Eurotas; John Panchen, to the Rota; Richard Hodges, to the Creole; Cromwell Carson, to the William and Mary yacht; James Keith, to the Dorset; Geo. Walters, to the Anacreon; Thomas Touzeau, to the Menelaus; James Allan, to the Challenge; Richard Talbot, to the Fly; Charles Leach, to the Savage; Thomas Harvey, to the Amphion; J. J. White, to the Medusa; John M'Tee, Eridanus; Robert Freeman, to the Niger; John Hardy, to the Fylla; H. G. Slenner, to the Ajax; Robert Brown, to the Drake; And. Burns, to the Argo; Anthony De Mayne, to the Horatio; Charles Choak, to the Laurel; Thomas Thompson, to the Akbar; John Mitchell, to the Bonne Citoyenne; Daniel Lye, to the Medusa.

Joseph Tucker, and Robert Seppings, Esqrs. to be, with Mr. Peake, joint surveyors of the navy. John Nolloth, to be their assistant, *vice* Roberts, appointed to be master shipwright at Plymouth Yard. G. Parkin, to be master builder at Chatham Yard. Wm. Stone to be builder of Sheerness Yard. Henry Canham to be builder at Milford.

Mr. Thomas Farder Hawkes, foreman of shipwrights at Deptford, to be master shipwright at Halifax.

Stephen Dodd, foreman of Chatham Yard, to be assistant at Sheerness.

John Weekes, assistant at Plymouth, removed to Chatham.

John Peake, assistant at Sheerness, removed to Portsmouth.

Oliver Long, foreman of shipwrights at Deptford, to be assistant at Plymouth.

Rev. Geo. Jope, to be chaplain of Plymouth Yard.

Rev. Samuel Cole, brother of Captain Sir Christopher Cole, to be chaplain of the Royal Naval Hospital at Plymouth, *vice* Jope.

J. H. Howitson, naval officer at the Cape, to be clerk of the rope yard at Plymouth.

Midshipmen examined on the 5th May, for Lieutenants.

At Sheerness.—Mr. Michael Hodder, of the Alexandria; Thomas Symes, of the Acteon; James Gordon, of the Namur; G. B. Warren, of the Sultan; W. H. Woodham, of the Majestic.

Portsmouth.—Charles Short, of the Rippon; John Adams, of the Christian VII.

Plymouth.—Wm. T. Hood, late of the Rose; John Somerville, of the Rota; Henry Cox, late of the Implacable; Edward Grant, of the Andromache; Richard Moffett, of the Pyramus.

Midshipmen who have passed for Lieutenants this month.

At Sheerness.—Mr. Sutton Sharp, J. D. Stoddart, Charles Jay, Hon. G. P. Perceval.

Portsmouth.—J. S. Yates, F. Penchas, M. Moriarty, E. J. Johnson, R. Walpole, W. F. Shettell, Wm. Brown.

Plymouth.—Price Blackwood, J. Hardwicke, W. S. Randall, J. Murray.

Surgeons, &c. appointed.

John Irvine (2), to the Endymion; David Thompson, to the Beaver; H. Towsey, to the Dromedary; Thomas Usher, to the San Juan; George Glasson, to the Alonzo; C. Stormouth, to the Creole; William Corsan, to the Anacreon; George Fairfowl, to the Devonshire; G. H. Jones, to the Fly; James Simpson, to the Challenger; David Jones, to the Sultan; William Cather, to the Namur; P. T. Creagh, to the St. Antonio; George Rowe, to the Dorset yacht; Henry Day, to the Goliath; Andrew Mannin, to the Racer schooner; Robert Bruce, to the Eridanus; Thomas Rogers, to the Argo; William Aitken, to the Ulysses; Henry Ellis, to the Shark; Francis Kiernan, to the Weazle; Daniel Davis, to the Niger; John Williams, to the Laurel; John Workman, to the Bonne Citoyenne; John Johnstone, to the Merope; James Brunton, to the Redwing.

Assistant-Surgeons, &c. appointed.

Stephen Bowden, to the Endymion; C. Roberts, to the Namur; Wm Falls, to the Eurotas; Godfrey Baldamus, to the Enchantress; John Bremner, to the Royal William; James Harvey, as a supernumerary, to the Mediterranean; John Weir, to the Viper; H. Parrell, to the Telegraph; W. Clarke, to the Malta; Peter Fairbairn, to be an hospital mate at Plymouth; John Wilson to be an hospital mate at Forton; E. Wilkes, to the Rivoli; Pat. Boyle, to the Albion; Peter Miller, to the Menelaus; P. Magnie, to the Porpoise, store-ship; George Beauchamp, to be assistant and dispenser of the Gorgon, hospital-ship; Stephen Ralph, to be a supernumerary to the Mediterranean; Watson Scales, to the Scarborough; John Morrison, to the Devonshire; H. Saunderson, to the Akbar; T. Prosser, to the Ajax; Wm. Higgon, to the Swift, store-ship; Robert Sommerville, to the Impregnable; John Wilson, to the Goliath; T. M. Buchan, to be hospital-mate at Haslar; W. H. Clunes, to the Sultan; G. M'Millan to do.; Charles Cameron, to the Eridanus; Charles Reilly, to be a supernumerary, to the Mediterranean; Thomas Reid, do. do.; Peter Boyd, to the Royal Oak; Alexander Linton, to the Basilisk; W. B. Webster, to the Niger; Alexander Osborne, as a supernumerary, to the Mediterranean; George Imlay, to the Goliath; F. Gristock, to the Laurel; R. M. Roth, to the Devonshire.

Bryan M'Laughlin, to be surgeon of the royal hospital at Greenwich, and of the Chest, *vice* Miller, superannuated.

J. Morris to succeed M'Laughlin, as first assistant of the hospital, and assistant-surgeon of the chest.

J. Domville to succeed Morris, as second assistant-surgeon, and Dr. Wm. Burnett to succeed Mr. Domville.

Dr. Crichton succeeds Dr. Vietch as surgeon of the naval hospital at Antigua.

Hon. E. Stewart, brother to Lord Viscount Castlereagh, is appointed one of the commissioners of the navy, *vice* Gambier, deceased.

Royal Marines.—Majors Fane, J. B. Savage, George Edward Roby, Richard Lee, Henry Lee, and R. M'Cleverty, are lieutenant-colonels, by brevet.

Captains George Lewis, G. P. Wingrove, T. Shepherd, E. Laurence, W. Johnstone, J. Bartylman, J. M. May, R. P. Boys, W. H. Bayly, S. Claperton, W. Collins, A. Watson, and T. J. Sterling, are majors, by brevet.

BIRTHS.

Lately, at Poole, the lady of Captain W. Elliot, of H. M. S. Crocodile, of a daughter.

Lately, at Bombay, the lady of Captain Sir W. S. Wiseman, Bart. R.N. of a son and heir.

On the 3d June, the lady of Captain Dix, of the Royal Oak, of a son.

On the 10th inst. the lady of Lieutenant Pritchard, R.N. of a son.

On the 16th inst. at her house in Somerset Place, the lady of Sir Francis Hartwell, Bart. one of the commissioners of the navy, of a daughter.

MARRIAGES.

On the 8th May, at Halifax, by special licence, by the Rev. Dr. Stanser, Right Hon. Lord James Townshend, brother of the most noble the Marquis of Townshend, and captain of H. M. S. Æolus, to Elizabeth, daughter of P. Wallis, Esq. and grand-daughter of William Lawlor, Esq. of Greenwich.

On the 10th June, by the Bishop of Chester, the Rev. T. W. Briggs, A. M. chaplain to the Right Hon. Admiral Lord Gambier, to Anne, second daughter of J. Robertson, Esq. of Charlotte-street, Fitzroy-square.

At Woolwich, Lieutenant Lane, royal marines, to Mary Anne, eldest daughter of the late W. P. Parry, Esq. of Arkstone, Herefordshire.

On Wednesday, the 16th June, Captain R. Merrick Fowler, royal navy, to Caroline Matilda, eldest daughter of James Dashwood, Esq. of Harley-street.

On 10th June, at St. Thomas's church, by the Rev. J. G. Bushel, J. William Smith, master R.N. to Miss Sarah Dixon, late of Lymington.

On 10th June, at Alverstoke, J. Richmond Jaffray, Esq. to Caroline Eliza, youngest daughter of Captain Woodriff, R.N.

Lieutenant Bayly, R.N. to Miss Bayly, of London.

On 19th June, at St. Martin's-in-the-Fields, Captain Maude, R.N. to Anne, only daughter of the late John Hallett, Esq. of Little Scotland Yard.

OBITUARY.

On the evening of the 17th June, at his seat in Kent, in the 87th year of his age, after a life eminently distinguished by every active public and private virtue, the Right Hon. Charles Middleton, Baron Barham, of Barham Court, and of Teston in Kent, and a Baronet, one of his Majesty's most honourable privy council, admiral of the red squadron of his Majesty's fleet, one of the elder brethren of the Trinity House, first lord of the Admiralty during the important victories of Sir Robert Calder, Lord Nelson, Sir Richard Strachan, and Sir John Duckworth, many years comptroller of the navy, first commissioner of the Board instituted in 1786, for inquiring into the state of the woods, forests, and land revenues of the Crown, and of the late Board for revising the civil affairs of the navy, and member for Rochester, in the Parliament of 1784, and one of the vice-presidents of the Lock Hospital, and other charitable societies, &c.

His Lordship was born at Leith, in October, 1726, and was youngest son of Robert Middleton, Esq. afterwards collector of the Customs at

Borrowstonness, by Helen Dundas, grand-daughter of Sir James Dundas, of Arniston.—His grandfather, George Middleton, and great grandfather, Alexander Middleton, were successively principals of King's College, Aberdeen; the latter was younger brother of General John Middleton, who for his eminent military services as lieutenant-general of horse in the royal armies, was created Earl of Middleton, Lord Clermont and Fettercain in 1660, which title was forfeited in 1695, in the person of his only son, Charles, second Earl of Middleton, who, after being ambassador at the Court of Vienna, and one of the principal secretaries of state to King Charles II. followed the fortunes of James II. to France, where he died in the chief management of affairs at the Court of St. Germain's.

Lord Barham, after his return from the West Indies, in 1761 (where he eminently distinguished himself in the command of the Emerald frigate), married Margaret, daughter of James Gambier, Esq. counsellor at law, and aunt of the present Admiral Lord Gambier, by whom he had only one child, Diana, now Baroness Barham, the wife of Gerard Noel Noel, Esq. of Exton Park, in the county of Rutland, many years member of Parliament for that county, nephew and heir of entail of Henry, last Earl of Gainsborough, and to whom the baronetcy now descends. Of this marriage there are fourteen children now alive. Charles, the eldest son, represents the county of Rutland in the present Parliament.

On the 10th June, in Park place, St. James's, after a lingering illness, which he bore with manly resignation, Samuel Hood George, Esq. aged 24 years, eldest son of Sir Rupert George, Bart. chairman of the Transport Board, and secretary to the colony of Nova Scotia. The kind and dignified manner in which he conducted the various complicated duties of his office, endeared him to all who had the pleasure of his acquaintance; and the remembrance of his many estimable qualities will, by the inhabitants of that colony, be long affectionately cherished.

Lately, at his house in Stonehouse, R. D. Dunn, Esq. late captain of H. M. S. Dublin.

Lately, at Halifax, William Hughes, Esq. master shipwright of H. M 's dock-yard at Halifax, Nova Scotia, in which department he served his king and country 37 years.

About the same time, Mrs. Marshall, widow of the late Elias Marshall, Esq. late master-shipwright of H. M.'s dock-yard at Halifax, and mother of Captain John Marshall, R.N.

Lately, in the East Indies, deeply regretted by his numerous friends, Captain James Bowen, of H. M. S. Phœnix, and eldest son of Commissioner Bowen, of the Transport Board. In him his country has lost an active, brave, and skilful officer, and society an amiable and distinguished ornament.

Lately fell, in a duel with Mr. Williams, purser of the Regulus, Lieutenant Edwin Callaway, of that ship.

Lately, at St. Sidwell, suddenly, Captain Joseph Symes, R.N.

Lately, at the house of her sister, in Chichester, Mrs. Bourke, wife of Mr. Bourke, R.N.

Lately, at Portsea, Mrs. Gould, relict of the late Mr. Gould, purser of the royal navy.

Captain Micajah Malbon, R.N. agent for prisoners of war at Stapleton. He has devoted 34 years of his life to the naval service.

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